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# Hongkong Daily Press.

ESTABLISHED 1857

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No. 16,579. 號九十七百五千六萬壹第 日九十月五年三就宣 HONGKONG, FRIDAY, JUNE 16th, 1911. 五拜禮 號六十月六年一十百九千一英港香 PRICE \$3 PER MONTH.

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# TIME TABLE.

## WEEK DAYS.

7.00 a.m.	8.00 a.m.	Every 15 minutes.
8.00 a.m. to 10.00 a.m.	Every 10 minutes.	
10.00 a.m. to 11.00 a.m.	Every 15 minutes.	
11.30 a.m. to 12.45 p.m.	Every 15 minutes.	
12.45 p.m. to 1.15 p.m.	Every 10 minutes.	
1.15 p.m. to 1.45 p.m.	Every 15 minutes.	
1.45 p.m. to 2.15 p.m.	Every 10 minutes.	
2.15 p.m. to 3.00 p.m.	Every 15 minutes.	
3.00 p.m. to 3.10 p.m.	Every 10 minutes.	

## NIGHT CARS.

8.45 p.m. and 9.00 p.m.,	9.45 to 11.15 p.m.
every 15 minutes.	

## SUNDAYS.

8.00 a.m. to 10.30 a.m.	Every 15 minutes.
10.30 a.m. to 11.00 a.m.	Every 10 minutes.
11.45 a.m. to 12.00 Noon.	Every 15 minutes.
12.00 Noon to 1.00 p.m.	Every 15 minutes.
1.00 p.m. to 5.00 p.m.	Every 15 minutes.
5.00 p.m. to 6.00 p.m.	Every 10 minutes.
6.00 p.m. to 7.00 p.m.	Every 15 minutes.
7.00 p.m. to 8.10 p.m.	Every 10 minutes.

NIGHT CARS as on Week Days.



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ONLY communications relating to the news column should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only.

No anonymous signed communications that have already appeared in other papers will be inserted.

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## ACKNOWLEDGEMENT.

Mr. C. E. HANCE, Mr. J. H. H. HANCE, and Miss HANCE, return thanks for the many kind expressions of sympathy from friends, in their recent bereavement.

HONGKONG OFFICE: 10A, DES VOGES ROAD C  
LONDON OFFICE: 131, FLEET STREET, EC

The Daily Press.

HONGKONG, JUNE 16TH, 1911.

By order of the Inspector-General of the Maritime Customs of China a special report on the Soya Bean Trade of Manchuria has just been published as one of the "Special Series" of reports issued from time to time by the Customs Department. The Statistical Secretary in his Report on the Foreign Trade of China for 1909 referred to the soya bean as having taken at a bound a position equal to that of tea in the list of exports, and, with the addition of bean cake, even challenging the position of silk at the top of the list. This circumstance has called for some inquiry into the history and present position of the trade, and the task of supplying that want has been undertaken by Mr. NORMAN SHAW, who has written a very lengthy report in which he supplies some particulars of the bean considered agriculturally, states its uses in consumption, and gives the history of the commercial dealings in the article for the last fifty years. It will probably be a surprise to many readers to learn that the cultivation of the bean has so long a history, but Mr. SHAW tells us in his Report that the date of the introduction of the bean into Manchuria is so remote

that it cannot be traced; "the probability is that it came North from the central provinces of China many centuries ago." Mr. SHAW deals in his Report with the many varieties of the bean, the plant, the soil and climate, cultivation, soil infestation, yield, the uses of the bean, both in the Far East and in Europe, the bean oil and cake industry in Manchuria, the development of the trade, and the beginnings of the European trade. In the Appendix to the Report there are statistical tables showing the production and export, while there are illustrations, some of them in colours, showing the varieties of beans and the ancient and modern machinery for crushing. In the course of the Report it is mentioned that when the first British Consul at Newchwang, Mr. MEADOWS, took up his residence there in 1861, he found the bean trade an ancient and flourishing institution. Yingtau—the new Newchwang—had been since 1835 a growing port of shipment for the great coastal trade in beans and beancake on which Manchuria's prosperity has always depended. River junks capable of carrying 40 tons of grain and drawing four feet, brought the beans down the Liao and loaded them into the great sea-going junks, which, with cargoes of 100 tons or more, set sail for the coast ports of the southern provinces. The sugar plantations in these sub-tropical regions had for centuries drawn upon the northern beancake for fertilising and beans were needed also for the southern mills, where their oil was extracted and used as a substitute for ground-nut oil. Mr. SHAW mentions that the earliest available returns for Swatow—those for 1860—show that 379,009 piculs of beancake, valued at \$788,762, and 61,154 piculs of beans valued at \$107,235 were imported. By 1864, when the first port tables for Swatow were published, the import of beancake had increased to slightly over a million piculs, of which half came from Newchwang, nearly half from Chefoo, and a small amount from the Yangtze ports. It was not until 1908 that any idea of extending this trade to Europe manifested itself. In November of that year Messrs. Messer & Co. made a trial shipment to England with results so satisfactory that during the season 400,000 tons were exported, almost all to England. Messrs. Lazen Bros. of Port Sunlight, were the first soap manufacturers to use bean oil on an extensive scale, and were followed shortly by others, so that the demand increased to such an extent that for the 1909-10 season, fifty steamers were chartered to lead beans at Dairen and Vladivostok, 300,000 tons, worth £2,000,000, being contracted for in December alone. Mr. SHAW considers it probable that this development will continue, though possibly not with such great strides. "The eager competition to secure beans in Europe shows no signs of slackening; and the North American continent appears to be about to enter the field as a consumer, for a large shipment of beancake has just been sent to Seattle, and there appears to be a very good opening for the product on the Pacific coast, where the heavy railway freights from the East have caused dairy-men and feeders to look round for a cheaper feed than that which comes across the Rockies. With freight from Dairen to Seattle at only (Gold) \$4 per ton a good market should be developed. Soya beans are being grown in British West Africa, and experimental planting is carried on in practically every British colony; but it seems doubtful whether such experiments can meet with success in competition with the Manchurian product, which is raised under ideal climatic conditions and by the cheapest possible labour. The general impression prevailing seems to be, therefore, that the bean trade has a good future before it; that the time of stress through which it is passing will not last much longer, and that business will settle down when once normal conditions have been restored."

Manila now has 526 motor cars running within its limits.

The Postal Department of Hongkong goes into the new offices on Saturday and Sunday.

The plague cases for the season now total 132. Seven fresh cases were reported yesterday.

According to the latest Singapore papers the deaths from malaria there are averaging twenty per day.

Two men were brought before Mr. Wood at the Magistracy yesterday charged with detaining a boy. The boy was reported missing and was found in the house occupied by the two defendants. The case was adjourned.

We are informed that the winner of the Coronation Prize Poem Competition at Queen's College is Mr. H. L. O. Garrett. The runner-up, or in the language of the adjudicator, "proxime accessit," is Mr. B. James. We understand that both poems will be published in the forthcoming Coronation Number of the Yellow Dragon, and we await its appearance with some feeling of curiosity.

A fine of \$480 was yesterday imposed on a Chinese for being in possession of 40 tials of raw opium.

At the Magistracy yesterday two men were committed for trial on a charge of highway robbery.

The marriage of Mr. LAUREN, Commissioner of Customs, and Miss Bredon, daughter of Sir Robert and Lady Bredon, will, it is stated, take place in Peking about the middle of this month.

It was reported that at Washington, May 22, the number of Chinese who lost their lives when the Mexican insurgents captured Terecote after three days' fighting reached 225. The Chinese Ambassador entered a strong protest on behalf of his Government.

Three men arrested for complicity in an armed robbery at Gasson Street appeared before Mr. Hazeldan at the Magistracy yesterday. The charge against two was withdrawn, but one was charged with being in possession of a sheath knife and attempting to use it for an unlawful purpose.

At the forthcoming Chinese manoeuvres an aerial fleet will participate. H. H. Prince Tsai Tao has given instructions to the officers in charge of airships to perfect arrangements for the occasion, says the *Shun Yuen Shih Pao*. According to this journal, the airships for the army are all of Chinese make.

A Hankow contemporary has a translation from a Chinese paper to the effect that the Viceroy of the Hukwang has discovered that, according to treaty, gunboats are only allowed to have a certain amount of ammunition on board, and has therefore ordered his assistants to examine every gunboat arriving at Hankow, and to confiscate all excess ammunition.

It is reported that 2,352,500 rounds of ammunition, captured during the war, is being exported from Japan to Abyssinia, via a Mediterranean port. According to the *Nagasaki Press*, the consignor is said to be a French merchant. The ammunition is said to have been stored at the Hakozaki military store, Hakata, with a view to being taken on board the N.Y.K.s. *Kawachi Maru*; it is packed in 15,750 cases. The insurance of the explosives from Hakata to Moji is said to have cost Yen 250,000, while a large sum will be needed to cover it for the rest of the journey.

An exemplary sentence was passed yesterday by Mr. Hazeldan at the Magistracy on a man recently arrived in the Colony who was convicted of stealing a gold pick from a woman's hand in Morrison Street. The woman felt something touch her hair and on looking round saw the defendant putting the pick in his mouth. She called out "thief" and gave chase. Fortunately an Indian watchman came on the scene and captured the runaway. He was sent to prison for two months with hard labour, ordered to be exposed in the stocks for four hours, and to be privately whipped twice, each whipping to consist of 12 strokes. Afterwards he was to be banished for five years.

## COLLISION IN THE HARBOUR.

FERRY LAUNCH SUNK: LIVES LOST.

Yesterday morning a collision took place between two Yumanti ferry launches which ended in one boat being sunk and some seven or eight passengers drowned. As these launches are usually well filled, it was surmised when the accident was first reported that the loss of life was considerable, and an estimate of one hundred was made. However, examination revealed that the death toll was comparatively light for such a disaster.

It is difficult to obtain precise details as to how the accident happened, but the particulars which may be regarded as accurate are given. The launch *Wa Ying* and the launch *Wa Hung* were shortly after ten o'clock on the north corner of the Yumanti reclamation. One was entering and the other was leaving the approach to the wharf. Both were on the port tack. Both sounded one blast on the steam whistle and then struck. The *Wa Hung* caught the other on the port side near the funnel and the latter sank almost immediately. Confusion prevailed, but apparently the men on the *Wa Hung* did their best to save those who were thrown into the water, while the police from Yumanti Station were speedily on the scene. Other launches from the Harbour Office and Imports Department and the Police sped swiftly to the spot and rendered what assistance they could.

So far as can be ascertained seven or eight people are missing. One man, with a gash on his head, is believed to have been killed by the force of the impact. None of the other bodies have been recovered yet.

The launch *Wa Hing*, which is now lying at the police buoy, shows that she has sustained some damage to her bow just above the water line. Both launches are being detained in custody pending inquiries.

## OPENING OF ST. ANDREW'S CHURCH ORGAN, KOWLOON.

A feature of Coronation Week will be the service of the dedication of the windows and opening of the new organ of the Kowloon Church. This service will be held on Saturday, June 24th, at 4.30 p.m. The windows representing the Nativity and Resurrection are the gift of Sir Paul Chater, C.M.G., and the dedication will be performed by the Bishop of Victoria. The organ by Messrs. J. W. Walker & Son, London, was provided by donation last year and will be opened by Mr. E. J. Chapman. There remain to be met a few more expenses connected with the organ and it is hoped that these will be fully met at the opening service.

## TELEGRAMS.

[Protected by the Telegraph Messages Copyright Ordinance, 1894.]

["DAILY PRESS" EXCLUSIVE SERVICE.]

## THE KWANGTUNG RAILWAYS.

PEKING, June 15th.

In consequence of the growing opposition in Canton to the Government's railway nationalisation policy, it is expected that Tuan Fang's departure will be deferred until some satisfactory method of dealing with the situation in Kwangtung has been devised.

[FROM THE "CHUNG NGOI SAN PO."]

## THE VICEROY'S SUGGESTION.

PEKING, June 15th.

The Viceroy of Canton has wired to the Throne advising that if the Government insist upon taking over the railways, the shareholders should be refunded the money they have invested.

H. E. LIANG.

PEKING, June 15th.

Liang Tun Yin, the newly-appointed President of the Board of Foreign Affairs, has wired to the Throne from America stating that he will return to China next month.

[REUTERS'S SERVICE TO THE "HONGKONG DAILY PRESS."]

## INTERNATIONAL SEAMEN'S STRIKE.

## THE STRIKE COMMENCING.

LONDON, June 15th.

The Union-Castle, and Royal Mail crews at Southampton are demanding increased wages before signing on. Six hundred Liverpool men have refused to sign on.

The signal for a general strike has not yet been given. It is stated that 150,000 men will be affected.

The shipowners at Liverpool have consented to receive a deputation from the men to discuss the wages question.

LATER.

The seamen's strike was proclaimed in many British ports yesterday evening.

Mr. Havelock Wilson, M.P., says it will be confined to the United Kingdom, Belgium and Holland.

It is expected that some days will elapse before the strike is at its maximum, as the men have been ordered not to break outstanding engagements.

## OPIUM SUPPRESSION IN CHINA.

SIR ALEXANDER HOSIE'S REPORT.

LONDON, June 15th.

The Foreign Office publishes reports by Sir Alexander Hosie, British Commercial Attaché, who is on a tour of inspection in the opium growing districts of China, regarding his recent investigations into the cultivation of the poppy. He is satisfied that it has been suppressed in Szechuan and reduced by 75 per cent. in Yunnan.

## TURKEY AND ALBANIA.

LONDON, June 15th.

A message from Constantinople states that an official communiqué grants ten days to the insurgent leader, Malissoris, of Albania, to submit and surrender his arms.

An amnesty will be granted if he obeys, and the Sultan will grant ten thousand pounds for the Turkish Exchequer to reconstruct houses destroyed in the military operations.

## CORONATION CONGRATULATIONS.

## THE COLONY'S LOYAL ADDRESS TO THE KING.

A meeting of the Executive and Legislative Councils, and of the Judges of the Colony, was held in the Council Chamber yesterday afternoon. There were present:

HIS EXCELLENCY THE GOVERNOR, SIR FREDERICK JOHN DRAUTY LUGARD, K.C.M.G., C.B., D.S.O.

HIS EXCELLENCY MAJOR-GENERAL C. A. ANDERSON, C.B. (General Officer Commanding the Troops).

HIS HONOUR SIR FRANCIS T. PIGGOTT (Chief Justice).

Hon. Mr. W. D. BARNES (Colonial Secretary).

Hon. Mr. C. G. ALABASTER (Attorney-General).

Hon. Mr. A. M. THOMSON (Colonial Treasurer).

Hon. Mr. W. CHATHAM, C.M.G. (Director of Public Works).

Hon. Dr. J. M. ATKINSON (Principal Civil Medical Officer).

Hon. Mr. E. A. HEWETT.

Hon. HONOUR MR. H. H. J. GOMPERTZ (Police Judge).

Hon. Mr. A. W. BREWIN (Registrar-General).

Hon. Captain F. W. LYONS (Captain-Superintendent of Police).

Hon. Dr. Ho KAI, M.B., C.M.G.

Hon. Mr. Wei YUK, C.M.G.

Hon. Mr. H. E. POLLOCK, K.C.

Hon. Mr. C. MONTAGUE FEE.

Hon. Mr. C. H. ROSS.

Mr. C. CLEMENTI (Clerk of Councils).

HIS EXCELLENCY—Gentlemen, the Executive and Legislative Councils assemble this afternoon in order to approve of the draft Address which we propose to send on the date of the Coronation of Their Majesties as the loyal address of this Colony. The resolution we propose reads as follows:

"The Executive and Legislative Councils of Hongkong, and the Judges of Hongkong, on behalf of Your Majesty's subjects in the Colony, beg most humbly to offer their loyal and respectful congratulations to you on the occasion of the Coronation of Your Majesty as King and Emperor, and of Her Majesty Queen Mary. We pray that the event which is celebrated to-day may inaugurate a long and glorious reign for Your Majesties and an era of happiness, prosperity and honourable peace for Your Majesty's Kingdom and Empire."

That gentlemen, is, roughly speaking, the same terms as the telegram which was sent to His Majesty King Edward the Seventh on his Coronation. I move the resolution standing in my name that this Address should be sent by telegraph on the 22nd June next. (Applause.)

THE COLONIAL SECRETARY—I beg to second the resolution.

Hon. Mr. HEWETT—Your Excellency, on behalf of my unofficial colleagues and the British section of the community, I have the honour to support the resolution just proposed by your Excellency. In doing so I am assured we are not only all sincerely and loyally agree with the telegram it is now proposed to despatch to His Majesty on the occasion of his Coronation, but we also fully endorse your Excellency's wish in moving the resolution. To us, members of one of the most distant outposts of the British Empire, the personality of His Majesty must have an especial attraction. A capable naval officer, having such an intimate knowledge of the needs of his overseas possessions, His Majesty to the full realises the importance of his great estate.

From year to year we see the bonds which bind the scattered sections of our Empire tightening and strengthening. His Majesty himself has done much to bring about this happy condition of affairs. There are some of us here to-day who remember seeing His Majesty in the Far East when on his first long voyage. Since then he has visited all the great and many of the smaller dependencies of his realm; while shortly, for the first time in history, a reigning sovereign in his character of Emperor of India will present himself to his loyal subjects in that part of his Empire. We are sure from the great interest His Majesty has always shown in his overseas territories, and the sympathy he has invariably displayed in their welfare, that the links between us will be made yet stronger during his reign. His Majesty has entered into a goodly heritage, and we trust and pray that many long and happy years of glorious peace lie before His Majesty and his Royal Consort. (Applause.)

Hon. Dr. Ho KAI—Sir, On behalf of my unofficial colleagues on the Legislative Council, and the various communities whom we represent, I beg most respectfully to support the resolution which has just been proposed by your Excellency. His Majesty's subjects of all races resident in this Colony yield to none in their unwavering loyalty and devotion to the British Crown, and though thousands of miles separate this little island of ours from the United Kingdom, the immense distance serves but to intensify our great reverence and affectionate attachment to our Most Gracious Sovereign the King. In common with many of our brethren and fellow-subjects throughout the length and breadth of the empire, we are looking forward with intense happiness and delight to the auspicious day when His Majesty will assume the full state and dignity of the crown. We are glad to have the opportunity of meeting here to-day to express our loyal sentiments and united congratulations to Their Majesties the King and Queen on the joyous occasion of their Coronation, and we are gratified that the different communities in this Colony, including the large

and important Chinese community, who participate fully in our sentiments, are joining most heartily in all our rejoicings and in wishing Their Majesties along, happy and glorious reign. His Honour the CHIEF JUSTICE—Your Excellency—On behalf of His Majesty's Judges I have to thank your Excellency for giving us this opportunity of joining with the Councils of this Colony in presenting this loyal address to His Majesty.

HIS EXCELLENCY—Gentlemen, I move the resolution which stands in my name and which I have read to the Council. I shall have great pleasure in confirming by letter the telegram which is to be sent on the 22nd June, and in transmitting to His Majesty the loyal speeches which have been made by the senior unofficial member of the Executive Council, and the senior unofficial member of the Legislative Council. The words which have fallen from both of them I am sure will be endorsed most heartily and cordially by every member of this community. We all look forward with well based anticipation to the reign of His Majesty King George the Fifth being glorious in the annals of our country. There is no more loyal community. I am convinced, in the whole of the British Empire than this Colony of Hongkong. We are making every preparation to celebrate the glorious event of the Coronation fittingly in this Colony, and the celebrations which we propose to carry out on that day will not be merely outward manifestations, but will convey the heartfelt loyalty of all the sections of this community to the throne which unites the Empire in a common bond. (Applause.)

HIS EXCELLENCY then put the resolution, which was carried unanimously. Council then adjourned.

## CORONATION CELEBRATIONS FUND.

Previously acknowledged	558,913.04
The Java China Japan Lifu	250
A. W. Van Andel	10
P. Stuybergen	10
G. H. Van Den Pol	10

## THE CORONATION CELEBRATIONS AT SHANGHAI.

At Shanghai, we learn from the *N. C. Daily News*, arrangements are proceeding apace for the entertainment of the 250 sailors from the various war vessels on the occasion of the Coronation of Their Majesties. The management of the Palace Hotel, where the sailors are to be entertained to luncheon, dinner, and breakfast, have arranged a beautiful, designed menu card for the dinner, which should serve as an interesting souvenir of the occasion. The front-piece bears a striking photograph of King George, surrounded by a crown, and encircling it are the shamrock, rose, and thistle. At the sides of the picture are painted the Union Jack and the flag of Australia and South Africa, whilst immediately below is the royal coat of arms complete, a very pretty picture. The card on the outside bears the following inscription:—Coronation of King George and Queen Mary. Shanghai, June 22, 1911. On the inside page, opposite the menu, are the words "God bless Their Majesties," whilst at the back there is printed:—Dinner to naval detachments taking part in the celebration of the Coronation at Shanghai. God Save the King.

## THE LATE EMPRESS DOWAGER'S FORTUNE.

For some time past, rumours have been heard of the intention of the Imperial family in Peking to send abroad the private fortune of the late Empress Dowager T'ai Hsi, and it was even reported at one time that the money, or rather bullion (as the fortune is understood to consist chiefly of gold bars), had resolved Shanghai, where it was awaiting transhipment to England.

From private information which reaches us from Peking, says the *N. C. Daily News*, there is reason to believe that the hoard has actually been dispatched to Europe. Since the death of the Empress Dowager, the treasure had been stored in the Palace under a strong guard of soldiers. A little time ago, we are told, earnest representations were made by certain influential Ministers to the Imperial Family of not only the danger but the absurdity of keeping so large a treasure in ill-health, instead of putting it where it could safely earn interest.

Various insurance agents were asked to quote rates for insuring the fortune on its long journey, but finally the Imperial Family decided to carry through the matter on its own account, and, our informant goes on to state, the fortune was shipped away incognito, a part of it being believed to have gone on board the cruiser *Amoy*, which is to represent the Chinese Navy at the Coronation Naval Review.

The late Empress' hoard, however, is not destined to remain in England, but is to be sent to a bank, it is reported, in Brussels. We give this story under all possible reserve. It is obviously one that can easily be contradicted, but we believe that the source of our information is good, and it is understood that the fortune was actually seen prior to its being sent away by certain foreigners in Peking.

The total amount of the fortune is estimated at between five and six millions sterling.

## RAILWAY COACH BUILDING IN CHINA.

The Shanghai-Nanking Railway has just completed the first part of a large contract for the Tientsin-Peking Railway. In competition with the Hongkong Dock Company, the northern railway workshops at Tongshan, and several Shanghai firms, the company secured an order for nineteen coaches, ten third class, six second, and three first. The first consignment, consisting of four third class coaches, left Shanghai railway station yesterday afternoon for delivery fourteen days ahead of contract time. The coaches have been well built at the Company's Wooning shops under the direction of Mr. E. J. DAVIES, according to the Tientsin company's own design. The task superintended of the coaches—which are sixty feet long and ten feet broad—is built upon a steel underframe, running on Fox's best pressed steel bogies. They are fitted with automatic couplings, and Westinghouse brakes, with triple valves. Ample ventilation is secured by means of torpedo ventilators and double roofs, and the cars are lit by incandescent lamps. The seats are arranged by cross-rows, with a central gangway, and accommodate sixty-six passengers. The style is quite plain, but the workmanship is excellent, and the new rolling stock should prove extremely serviceable. —*N. C. Daily News*.



## CANTON BANK-NOTES QUESTION

## SERIOUS SITUATION.

Our Canton correspondent, writing on Wednesday, says:—

Everybody here is talking about the bank-note question, some particulars of which I reported in my letter of yesterday. In the afternoon of that day I sent a messenger into Ho Fan Street, where the Bank of Communications is situated, to see what was going on. He reported that the street was almost impassable owing to the crowds of people that were trying to gain admittance to the Bank. More than a hundred soldiers were on guard and the doors of the bank were kept closed and only opened at intervals to let in a few people at a time. Within the building only two shelves were at work and they were doing the counting as slowly as possible in order to gain time. Only sums of less than \$100 were paid to each person, and anyone who brought large bundles of notes were told to come again as there was no time to count out large sums. To-day I hear that the same state of affairs exists, and that the Tai Tsing Bank is following the same procedure. There are three kinds of Government notes issued here, namely, the Tai Tsing notes, those printed at the Mint, and those put into circulation by the Bank of Communications. All these are being refused by shopkeepers, or only taken at a very heavy discount. The opinion prevails that unless the assistance of the foreign banks be obtained the Government banks will have to close their doors and cease redeeming the notes for silver. It is already rumored that the Viceroy has raised a loan of \$2,000,000 at 9 per cent. from the banks on Shanghai to bolster up the Government concerns, but I do not guarantee the truth of this statement. A large amount of Canton paper (said to be well over a million dollars) has been sent up from Hongkong, and the sudden influx of these notes into the city, especially for the purpose of being redeemed, has still further added to the difficulty.

The Viceroy has issued a proclamation to the effect that the Government has plenty of silver in reserve to redeem all the notes in circulation, and His Excellency calls on the people to be calm and not break out into disturbances. However, the people only look upon this document as one issued only to "save face," for if what everyone says here be true, the Treasury is exhausted, and the loan raised from the Formosa Bank was used up in two days in paying off outstanding accounts.

In the city many shopkeepers (notably rice sellers) refuse to accept Canton paper in settlement of accounts, and those that do accept it only do so at a discount which in some cases is as high as 20 per cent. I hear that one or two assistant persons are buying up all the notes they can get at a heavy discount and should matters right themselves these people will stand to gain heavily. As the hours go on it becomes plainer and plainer that this present situation is the result of the action taken by the merchants to protest against the nationalization of the Yuet-Han Railway. The large amount of Canton notes sent up from Hongkong is doubtless due to the action taken by shareholders in this Colony. At all events the Government is being squeezed into a tight corner and it is even possible that worse may result. Those who are responsible for this movement have exercised considerable ingenuity, for the troops are all paid in notes and should these men lose their pay or any portion of it trouble will inevitably ensue. There is not a shadow of doubt that there is much disloyalty in the regiments of this province and that revolutionists have sown the seeds of revolt with no sparing hand among the troops. The only things that keep the men on the side of the Government are the regularity of their pay and the consideration with which they are treated. Let either of these factors be eliminated, or even slightly interfered with, and a very opposite state of affairs would ensue. That the Government had this fear before their eyes during the rising is abundantly manifest from the posthumous honors bestowed on those who fell, and the rewards, dignities and feasts given to all those who took part in suppressing the rebels—rewards of all proportion to the work done or services rendered. Thus this question of bank-notes may probably mean something far more serious than a commercial dislocation, and it is to be hoped that the Provincial Government, either by aid from other provinces or by foreign assistance, will be able to hold its own.

## RUSSO-CHINESE RELATIONS.

## A REASSURING REPORT.

The Times Correspondent at St. Petersburg, telegraphed on the 21st ult.—

Mr. Guchkov's visit to Manchuria and Peking is likely to benefit Russo-Chinese relations. The highly-colored reports appearing in Russian journals, especially in connection with General Sukhomlinoff's journey to the Far East, have caused much needless alarm regarding the alleged aggressiveness of China. The correspondent of the Russian News telegraphs from Kharbin a prolonged interview with M. Guchkov, where he emphasizes first the immense difficulties in the way of a development of Chinese armed forces, which would be dangerous rather for the Government and dynasty than for Russia, and secondly, the misleading nature of the notion that China is hostile to this country. M. Guchkov notes, however, that Chinese opinion is misinformed as to the present resources of the Russian Empire, and imagines that this country is still where it was in 1904. The sooner this misapprehension is removed the better. Russia must at all costs consolidate her position in the Far East.

M. Guchkov sees a possible danger in the Japanese policy of strengthening her hold on Manchuria. "Japan," he says, "is trying to draw us into a five-man coalition in the Far East. She seeks to co-operate with us as long as our interests do not clash. But the day may come when she will turn against us, and we must prepare for that day."

## SUPREME COURT.

Thursday, June 15th.

## IN ORIGINAL JURISDICTION.

BEFORE HIS HONOUR SIR FRANCIS PRIGOTT (CHIEF JUSTICE).

## ALLEGED BREACH OF COVENANT.

Judgment was delivered in the action in which Frederick Reichmann, of the Grand Hotel, sued Mrs. Mary Uchmann for damages for breach of covenant and sought for an injunction restraining her from carrying on the business of a hotel keeper at the Station Hotel, Kowloon.

Mr. Eldon Potter, instructed by Mr. J. H. Gardiner, appeared for the plaintiff, and defendant was represented by the Hon. Mr. H. E. Pollock, K.C., who was instructed by Mr. M. Reader Harris (of Messrs. Wilkenson & Grist). His Lordship, in the course of his judgment, said that although he felt reasonably clear as to the judgment which he ought to give, he deferred doing so on account of the importance of the points which Mr. Potter raised in his final argument. He still thought as he did at first, that the Station Hotel at Kowloon was not likely to come into rivalry with the Grand Hotel on this side of the harbour, and that people who would be likely to go to the Grand Hotel for refreshment or lodging were not likely to go over to Kowloon because Mrs. Uchmann was assisting in the management of the Station Hotel. A certain amount of evidence was given, however, which induced his Lordship to modify that opinion slightly: for it would seem that some persons who lived on the Kowloon side, but who worked on this side, occasionally stopped to dine at the Grand Hotel, and it was suggested that they did so no longer. The evidence on that head, however, was very meagre; the figures in the case of seven Germans did not prove much, and could only have been made effective by the evidence of the gentlemen themselves. There was, it was true, some falling off in some months, but it was too variable to amount to positive proof. So far as the actual damage was concerned, the case was very imperfect. The question raised by the defendant's Counsel was that the plaintiff had made out no case. It was introduced by Mr. Potter as a case of suspicion. His Lordship never liked to bind Counsel down too strictly to words used in argument, but it was undoubtedly accurate in that case to say that it was suspicious and no more. He meant to say not that he could admit that it was suspicious, but that it could be put no higher than suspicion. The first link in the chain was that Mrs. Uchmann had become possessed of \$30,000; the second, that she made substantial alterations in the plan of the hotel submitted by Mr. Lemm, and changed others made by her husband; the third, that she engaged a Chinese contractor, and said, "I am building a hotel"; and fourth, that she exercised authority over the servants, and was busy about the bar and management of the hotel. As to the first, the undercurrent of suggestion was that Mrs. Uchmann financed her husband, but there was no evidence as to how much the hotel actually cost, though there was that some of it was borne by the landlord. As to the second, it was impossible to magnify what she did into "giving orders" to Mr. Lemm, as all his suggestions were submitted to Mr. Uchmann, and also the estimates. As to the third, it was quite impossible to construe what was evidently a conversational expression into the dignity of an admission, certainly not in law—hardly even in fact. As to the fourth, what Mrs. Uchmann was doing was quite consistent with her being an assistant, and certainly not inconsistent with what the wife of a man who owns a hotel would naturally do. But then the evidence missed fire; it led up to a certain point and was either inconclusive or else it ended with something which showed the husband to be the owner. The contractor was paid by Mr. Uchmann. He was dismissed, but they knew nothing about his successor. The letters to Mr. Uchmann from Mr. Lemm were produced. They were left in the dark as to Mr. Uchmann's financial position, and he was in fact the licensee. His Lordship was really doubtful whether he was justified in calling it a case of suspicion, always supposing that "suspicion" had not been a breach of her covenant. There was a great deal of suggestion that what had been done by Mr. Uchmann was a mere cloak or sham, but it never rose higher than suspicion. On that the question arose whether the plaintiff had made out any case which the defendant ought to be called on to meet, or if there were a jury, whether there was any case to go to the jury. Of course, if what Mrs. Uchmann had done was a breach of the covenant, there was an end of the matter. The direct evidence was that the hotel was Mr. Uchmann's, therefore she was assisting him. The covenant was that she "will not at any time hereafter either by herself or in connection with any other person or persons carry on the trade or business of an inn-keeper, publican or restaurant keeper within the Colony of Hongkong." The only difficulty his Lordship had in construing the covenant was whether it was possible to say that a wife who assisted her husband could be said to be carrying on the business in connection with her husband. It was of the opinion, after carefully considering the question, that the whole form of the sentence which started with the idea of her being a principal, together with the words "carry on," which connoted playing a leading part, showed that the second part of the sentence referred to her carrying on the business as a partner, and therefore unless there was evidence of part ownership with her husband, what she was doing was not a breach of her contract. All the stress of the argument as to the effect of the evidence was directed to showing that she was in truth

a part or actual owner. As to the suggestion that a licence can only be granted to one person, and not to several members of a firm, he knew, of course, that Judges were supposed to know the whole law, but he must admit that if it was suggested, he was in ignorance of the rule. His Lordship dealt at length with his ruling in the I On Insurance Co. v. Hu Fung Sheng, which had been referred to in the hearing of this case, and said it would be a most dangerous doctrine to assist in any way a plaintiff to ground his case in Court merely on suspicion, in the hope of getting something out of the defendant in cross-examination. But the law did assist a plaintiff in many ways to turn a suspicious case into a certainty, if it was capable of being so turned, by interrogatories, discovery, and admissions. Take the principal suggested circumstance that Mrs. Uchmann was financing her husband out of her store of \$30,000, and the inevitable corollary that Mr. Uchmann was not in a financial position to take up the business himself. If these were in fact the facts, a little judicial probing would, he should have thought, discovered them. But in the absence of that he could only say that the so-called suspicious circumstances were not sufficient to entitle plaintiff to call on defendant to answer or explain them, more especially as on the construction of the covenant what she had done was not shown to be a breach of it. Now as to the case, what legal principles did it lay down?—it being noted that the agreement was personal to defendant. It bound her and her only. It did not extend to anyone else, or make her answerable for the conduct of anyone but herself. Any other person may carry on the Station Hotel, but she must not participate with him as principal. His Lordship quoted the authority of Smith v. Hancock and came to the point so strenuously argued by Mr. Potter that there were some paragraphs in the judgment of A. L. Smith, L.J., which supported his contention that the suspicious circumstances were sufficient to support his case. After dwelling on what the defendant had done in that case, the principal point which seemed to his Lordship to have been that the husband had drafted the wife's circulars, and he, himself, had sent them out to old customers of his own. Mr. Potter's argument amounted to this: that in that case all the evidence of both parties was before the Court, therefore in this case all the evidence should be before the Court before the case is disposed of. In that case the evidence was not before the Court, and a moment had arrived at which, by the general accepted rules of procedure, defendant might say at the conclusion of plaintiff's case that there was no case. He could not set aside that procedure, and for the reasons given he thought the plaintiff had not made out a case which entitled him to call on defendant to answer it.

Mr. Potter raised the question of rectification, and stated that if they proved their case, the result would be that they had won the whole action. His Lordship entered judgment and costs for the defendant, but stayed execution until July 6th to enable the question of rectification to be considered.

## LATE TELEGRAPHIC NEWS.

[FROM SOUTHERN NEWSPAPERS.]

## TROPICAL THUNDERSTORMS IN ENGLAND.

London, May 31st.

The recent tropical heat culminated in a series of thunderstorms in the Home Counties, flooding the Downs, the streets, and the railway stations at Epsom after the racing. The crowds were in a sorry plight.

Six men were killed by lightning on Banstead Downs. The destruction of houses and cattle is reported in several places.

London, June 1st.

Yesterday's thunderstorms were the severest experienced for years. Seven persons were killed, including a man returning from Epsom, of whom two were policemen. Many buildings, including two churches, were struck in London. Pontonville prison was also damaged.

## AVIATION.

London, June 1st.

The aviator M. Beaumont, who is a French naval officer, and M. Comenau, who are taking part in the Paris-Rome aeroplane race, arrived at Rome at 4 o'clock yesterday afternoon. They flew direct from Pisa in three hours.

Crowds frantic with enthusiasm were on rooftops and the dome of St. Peter's. The Pope was a special attraction. He was seen through the windows of the Vatican.

M. Beaumont left Epsom at 12.15 on the train from Paris. M. G. Ross left Epsom at 1.15 on the train from Paris. M. Beaumont, but fell, damaging his machine.

## GREENWICH TIME IN PORTUGAL.

Lisbon, June 1st.

A decree has been issued providing for the adoption of Greenwich time in Portugal from 1st of January next.

## THE ACTI TRUST LAW IN AMERICA.

Washington, June 1st.

Giving evidence before a Committee of the Congress, Mr. Wickersham, Attorney-General, expressed the opinion that imprisonment was the most effective means of enforcing respect for the anti-trust law.

The Chairman asked why no criminal proceedings had been instituted against the Standard Oil and Tobacco Trusts.

Mr. Wickersham said: "We only secured decisions in those cases during the last fortnight." The question answered is self.

## PREMIERS PETTED BY THE NATIONALISTS.

London, June 2nd.

The Irish Nationalists gave a dinner in honour of the Premier.

Mr. John Redmond, presiding, said they owed a deep debt of gratitude to the great country which had given a home to thousands of Irishmen. "Our welcome is the more enthusiastic because we know their sympathy is with Ireland and her just aspirations." Otherwise there were no toasts and speeches, but only Irish songs.

## BRITISH MARYS AND THE QUEEN.

London, June 2nd.

Subscriptions of the Mary's throughout the Empire to a Coronation gift for the Queen amount to £11,700.

## FREEDOM OF GLASGOW.

London, June 2nd.

The five Dominion Premiers and Lord Kitchener will receive the freedom of Glasgow on July 6th.

## LOCAL SPORT.

## LAWN TENNIS CHAMPIONSHIP.

## VICTORY OF LIOUT DAY.

The championship competition in connection with the lawn tennis tournament promoted by the Hongkong Cricket Club, which practically represents the championship of the Colony, was brought to a close yesterday evening when Captain Brierley and Liout Day met to contest for the honour. The heat was very trying to the players, and it must have imposed a severe strain to play such a vigorous set, as was witnessed between the finalists. As was to be expected, there was a large attendance to view the classic event, and though more brilliant work has occasionally been seen in a final, the play was certainly worthy of the occasion. Mr. R. Hancock, whom most people expected to see figuring in the final, undertook the duties of referee.

Day took the service in the first game and lost. Brierley also failed on his serve, and the games stood one all. A better effort was seen in the next game. Day found the net rather often with his back hand, and Brierley took the game. Day equalised, and a good ding-dong game followed. Each player won game about until the seventh, which Day won without a point scored against him. This gave him the lead, but he did not hold it long, as Brierley won the next two and took the lead. Day won the tenth game, which made them five all. Each had a game in turn, which made the score stand 6-6. Day, however, won the next two, which gave him the set by 8-6. A feature of the play was Brierley's successful tossing. Time and again when his opponent came up to the net he beat him by sending the ball over his head, though Day, having a pretty turn of speed, managed to recover very well.

The second set found each player winning alternate games, and each securing a love game. Day made the eleventh game also a love one, which gave him the lead of 7-5. Brierley, though down 15-40 in the next game, drew level at deuce, but Day managed the points which gave him the game and set, 7-5.

The third set was shorter. Day took the first four games right away. Brierley won the fifth, but he was not exerting himself. The sting had gone out of his returns, and though deuce was called in the sixth game it went to Day, who took the last game without much effort.

Day thus won by three sets to nil.

Both were cerebral players, but Day was quicker in his movements and placed more successfully, while Brierley was very effective with high balls.

Previous holders of the championship are:—

1898 L. H. S. Moberley  
1899 H. Pinckney  
1900 H. Pinckney  
1901 H. Pinckney  
1902 H. Pinckney  
1903 H. Pinckney  
1904 H. Hancock  
1905 H. Pinckney  
1906 T. B. Norris  
1907 H. Hancock  
1908 C. A. Carr  
1909 C. A. Carr  
1910 C. A. Carr

## LAWN TENNIS AT SHANGHAI.

The entries for the Shanghai lawn tennis challenge cup competitions have now been completed and are as follows:—

Messrs Wolters, F. N. Matthews, E. J. M. Barrett, J. Elmore, K. F. Howarth, G. M. Wheelock, N. B. Ramsay, Dr. Murray, K. D. Stewart, L. Roulter, George Neeson, W. J. Reid, E. Ka-chuan, T. H. Hutchison, Dr. Moore, K. H. Martin, S. M. Wallace and S. Wheeler.

It is interesting to note that this will be the tenth occasion on which the trophy will be played for. The competition, inaugurated in 1901, was allowed to lapse in only one year—1904. For the first three years, 1901—3, Mr. N. B. Ramsay was victorious, thus winning the cup outright. In 1904, as stated, there was no contest, and since then the following gentlemen have secured the Cup:—

1905—W. C. E. Gibson.  
1906—G. M. Wheelock.  
1907—H. de Vos.  
1908—N. B. Ramsay.  
1909—H. H. Pearson.  
1910—H. Tonsaint.

During these latter years Mr. Ramsay only entered in 1908, when he was again successful, so that in the four contests in which he has figured he has the splendid record of four victories.—Shanghai Mercury.

## EXTRAORDINARY CRICKET.

189 RUNS IN 90 MINUTES.

Some wonderful hitting on the part of Edward Alliston, the young Nottingham professional, was witnessed on the Hove ground at Brighton on Saturday, the 20th ult. in the match between Sussex and Nottingham. With three wickets down in their second venture, the visitors were 24 behind when the game was resumed in the morning, and when the seventh batsman left they were only 9 runs on. Then, however, Alliston came to the rescue. Hitting brilliantly and scoring chiefly from drives, he made 189 out of 297 in ninety minutes.

In one over from Killick, which included two balls, he scored 34, including three 6s, and four 4s, whilst in seven consecutive overs after lunch he made no fewer than 115 out of 120, his last 89 runs being registered in fifteen minutes. Amongst his hits were eight 6s and twenty-three 4s. This remarkable performance saved Nottingham from defeat, and the match was left drawn.

## THE SUEZ TARIFF.

## REDUCED RATE.

The Council of the Suez Canal Company announced the dividends on the various classes of shares for 1910 and also announced that they will recommend a reduction of 50c. per ton in the Canal tariff, to take effect from January 1, 1912.

## THREATENED SHIPPING CRISIS.

## THE CHINA COAST TRADE.

The agitation for higher wages or passage home and half pay for the ration period, which has been going on for some time among the officers of the ships plying in the trade on the China Coast, seems to be coming to a head, which, it was said yesterday, says the Shanghai Times of the 10th inst., would soon culminate in an ultimatum being presented to the companies, and if the demands were not granted coastwise shipping would be tied up for an indefinite spell. The officers of these vessels express a general dissatisfaction. They say that they have laid their grievances before the companies individually, from time to time; that no attention has been paid to their complaints, and that now they are determined to formulate and submit a general demand. If it is not complied with, they declare, they will leave the service in a body, many never to return on any terms.

## THE COASTAL FLEET.

There are about 244 steamers comprising the coastwise fleet, which is manned by about 870 foreign officers. If these were to go out in a body, as one officer said yesterday, business interests would be more or less seriously affected. If it comes to this pass, it was asserted, many of the younger officers would throw up the whole business and not return to the service under any conditions.

Young men it was declared, were induced to come out here on representations that wages were good and promotion rapid. All these men, practically, have masters' certificates and instead of being advanced at the end of two years' service, they say it is four or five years before they are promoted from second to chief officer, and it takes about ten years more before they become masters. They claim that their comfort aboard the ships is not given due consideration to, and that their compensation is not sufficient for the sacrifices they make by coming out to this coast for so many years. The specific demand they expect to make is either for free return passage home, for a year's vacation every five years, with half pay during their absence, or the equivalent salaries or bonuses. Action is only deferred, to decide which alternative would be asked for. Some prefer the increased pay, while others want the free passage and half pay at vacation times. It was said yesterday that a vote would probably be taken to determine the issue, and the demand would be made accordingly. If no company can be induced to make the concessions asked for it is thought that the other companies will readily follow suit.

## THE ENGINEERS' POSITION.

There has been some talk of the engineers being involved in the agitation, but this is considered unlikely. The officers say that the engineers have no cause for grievance, as they are better paid than the men who have to take the full course in navigation and obtain a master's certificate before coming out to enter the service as second officer. The salaries of chief officers are said to be £18 a month, with £13 for second officers, while chief engineers get as high as £32 and second engineers £18.

One master mariner who has given up the rigging main and taken to shore occupation declared decidedly that life on the ocean wave had ceased to allure the British youth as of yore. To illustrate this assertion he called attention to a number of advertisements for officers and marine engineers which have appeared from time to time of late in the Home papers.

"When I was a young man," he said, "they didn't have to advertise for them. There were hundreds of them looking for a chance to learn the profession, and a young man had to have quite a pull to get in. Then they had to serve four years for no pay and provide their own food when ashore. After putting in four years and obtaining their master's certificates they went to work at £4 a month. When I took to sea as a second officer, about three hundred young men ahead of me on the application list, but I had a letter to one of the high officials of the steamship company and entered the service over the heads of the rest. When I attained the rank of fourth officer on a ship my pay was £4 a month. Now they are advertising for them and offering £8 10s. Some while ago several three officers of the Allan Line presented a petition for higher pay and other special allowances, which was granted."

## THE OTHER SIDE.

The companies' side of the question here at the present time is that the general business depression has affected the coastwise traffic to the extent that no profits have been accruing for some time; that the men come out here on three year contracts and are generally well enough satisfied to remain; that the compensation is relatively as much as they would receive at home, and that there is no pressing reason why a general advance in salaries should go into effect when the companies are not realizing any returns on their capital invested.

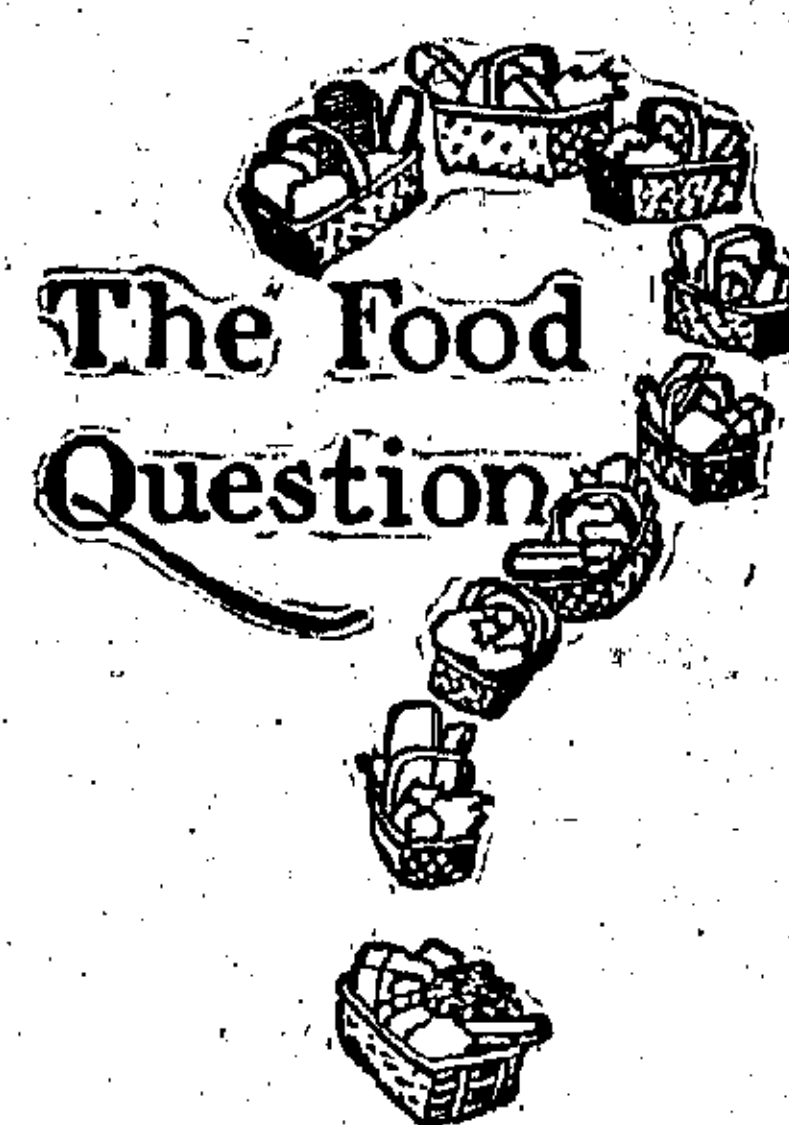
## MARRIED V. A SINGLE.

One of the officers observed: "This is the single men's fight. The married men are beyond relief. The beneficiaries are holding out for the advanced pay alternative, claiming that the free passage home would do them no good, as they could not afford to go away on an extended leave and take their families with them, while the advance in salaries would help them and benefit the single men as well."

## RAILROAD EXTENSION IN CHINA.

The report by His Majesty's Consul at Nanking (Mr. F. E. Wilkinson) on the trade of that district in 1910 states that during the year under review the construction of the southern or British section of the Tientsin-Pukow Railway which was commenced in January, 1909, made steady progress, and it was found possible in February, 1911, to attach passenger-cars to the construction trains running between Pukow and Lin'wai Kwan, a distance of 94 miles. It is not much more than 30 miles from the point at which the line joins up with the German section, and there is every hope that the whole of the British section, which is 236 miles in length, will be available for traffic by about the middle of 1912. So far no arrangements have been made for the opening to foreign trade of Pukow, the Yangtze terminals of the line, which is situated on the northern bank of the river opposite to Nanking. The Nanking the completion of the Tientsin-Pukow Railway will be of vital importance, for on this line depend her prospects of future commercial prosperity. As a distributing centre this port, owing to inferior communications with the interior, has been unable in the past to compete with its neighbours, Chinkiang and Wuhu, so that its trade has hitherto been almost entirely a local one. The new railway should bring down to Pukow for export the produce of the whole of the country north of the river, for which the line must also become the means of supply; and, assuming that no official obstacles are placed in the way of the development of the traffic of the railway, it seems almost certain that Nanking must become, next to Hankow, the most important commercial centre on the Yangtze.

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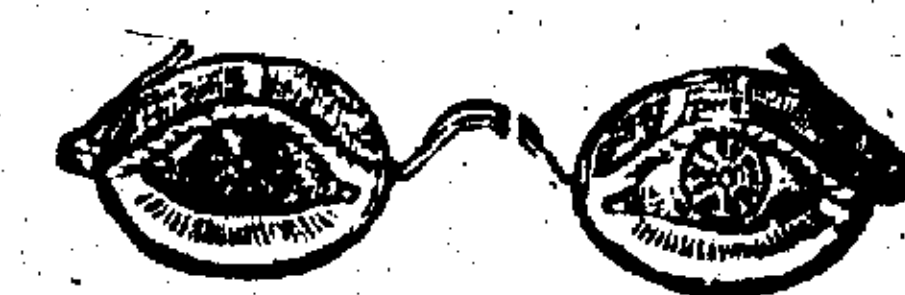
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SELF CURE NO FICTION! NO SUFFERING! NO PAIN!  
THE NEW FRENCH REMEDY.  
THERAPION NO. 1  
is a remarkably pure and powerful cathartic.  
Cures constipation, indigestion, headache, neuralgia, etc.  
THERAPION NO. 2  
Cures blood poisoning, bad legs, ulcers, sores, painful rheumatism, etc.  
THERAPION NO. 3  
Cures chronic rheumatism, sciatica, neuralgia, etc.  
THERAPION NO. 4  
Cures chronic rheumatism, sciatica, neuralgia, etc.  
THERAPION NO. 5  
Cures chronic rheumatism, sciatica, neuralgia, etc.  
THERAPION NO. 6  
Cures chronic rheumatism, sciatica, neuralgia, etc.  
THERAPION NO. 7  
Cures chronic rheumatism, sciatica, neuralgia, etc.  
THERAPION NO. 8  
Cures chronic rheumatism, sciatica, neuralgia, etc.  
THERAPION NO. 9  
Cures chronic rheumatism, sciatica, neuralgia, etc.  
THERAPION NO. 10  
Cures chronic rheumatism, sciatica, neuralgia, etc.

## FRENCH AIR RACE DISASTER.

### M. BERTEAUX'S DEATH.

KILLED BY AEROPLANE'S PROPELLER.

[BY THE "DAILY MAIL" CORRESPONDENT.]

Paris, May 21st.  
M. Berteaux, the French Minister of War, was killed by an aeroplane early this morning at Issy-les-Moulineaux while witnessing the start of the aeroplane race from Paris to Madrid.

M. Monis, the Prime Minister, was severely injured. Among the other injured were H. Henri Deutsch de la Meurthe, the famous sportsman and aviator, and M. Antoine Vauis, son of the Premier. A large number of spectators also suffered injuries through a panic among the crowd at the moment of the fatality.

There were probably 400,000 people on and around the vast manœuvring ground at Issy when daylight broke this morning. They had come in special trains, buses, omnibuses, motor-cars, and on bicycles, and hundreds of thousands had walked miles from the opposite end of the city to see the start of the great race.

It was at 6.30 a.m. that the tragedy of Mr. Berteaux's death occurred. M. Monis and the War Minister, accompanied by M. Lépine and M. Jean Dupuy, ex-Minister of Commerce and proprietor of the *Petit Parisien*, which organised the race, had left the official stand to inspect the machines at the starting point. While they were there M. Train, the inventor of a new type of aeroplane, took the start of the race, which was first brought out, rose in the air with a passenger named Bonnier.

The apprehension of the spectators was immediately aroused by the unsteady flight of the machine, which went from side to side at an alarming angle, and almost came to grief while taking its first corner.

Flying at a height of not more than 150 ft., M. Train as he passed the grand stand raised one hand from the steering wheel, and turning towards the occupants of the stand waved his hand several times, despite the fact that his machine was rocking in a most dangerous manner.

A moment later, looking ahead, the aviator suddenly found himself face to face with a crisis. Only a few yards in front was a body of mounted cuirassiers returning from a lively encounter with the other contestants. At that moment the motor began to slacken, and then it seemed as if the pilot lost his head.

Swerving away from the cuirassiers, his machine made a series of swoops from side to side, and finally dashed into the crowd of official personages, who were hurled to the ground in all directions by the force of the impact. Cries of pain and terror rose from the scattered crowd.

In his headlong dive to the ground the monoplane had struck M. Berteaux, one of the propeller blades severing his right arm near the shoulder. Cries of horror rose from every part of the aerodrome, and the crowd immediately burst through the barrier and swarmed towards the scene of the accident.

M. Train and his passenger escaped uninjured. M. Berteaux was still breathing when he was raised from the ground and placed in a motor-car. His face was livid and his clothes were torn and covered with blood. He was immediately attended to by several doctors in the vicinity, while a mob of panic-stricken people surged round them. Despite all that could be done for him he expired from his injuries on the way to the ambulance station.

M. Monis's features were covered with blood and one eye was completely closed. As he was carried away to a motor-car he waved his hand and gestured wildly.

A bulletin issued this afternoon stated that the Prime Minister is suffering from a complicated fracture of two bones of the right leg. These fractures have now been successfully set. The Premier also sustained bruises on the eyelids and face—the eyes themselves being intact—besides a fracture of the bone of the nose. He suffered besides severe neck-ache and abdominal pains. Some time ago M. Monis received a blow on a horse in the abdomen, and the old wound reopened. There are no internal injuries and complications are not expected.

A later bulletin states that the pains have subsided and that M. Monis is now considered to be out of danger. Since his return to the Ministry he has signed several important documents.

After the Premier had been taken to the Ministry the Minister of the Interior he inquired several times as to the condition of the other persons injured. He was given reassuring news regarding them, but the death of his colleague, M. Berteaux, was withheld from him. M. Fallières called on M. Monis as soon as he was brought back to Paris, but was informed by the doctors that it would be unwise to see the patient and withdrew. Later he called again and was admitted to M. Monis's bedside. An affectionate meeting took place between them, and the Premier remained ten minutes.

After the President's visit the Cabinet Council was held, and it was necessary to secure the Premier's signature to a decree entrusting the War Ministry temporarily to M. Cruppi, the Foreign Minister. M. Antoine Monis entered his father's sick room and was received with the words, "What do you want now? Cannot you let me be quiet?" The Premier signed the decree, in which the words "in place of M. Berteaux" were omitted until his signature had been obtained.

The Premier is said to owe his escape from death to his son, M. Antoine Monis, who was himself injured in the leg. The latter, realising the danger from the falling monoplane, pushed his father forward and the machine struck him as he lay on the ground. Had it collided with him while he was on his feet he would have shared the same fate as the Minister of War.

Despite his severe injuries M. Monis has lost none of his presence of mind and coolness. Learning that M. Lépine, the Prefect of Police, had given orders for the Paris-Madrid race to be abandoned, the Prime Minister overruled the Prefect's instructions and decided that the race should be allowed to continue. A resolution in accordance with M. Monis's decision was come to this afternoon by the Aero Club, and the entrants who did not start this morning will take their departure from Issy to-morrow morning.

AIRMAN'S FATE OF HIS FALL.

M. Train, the unhappy driver of the fatal monoplane, was overcome with grief at the consequences of his fall. "I intended to make two rounds of the aerodrome," he said afterwards, "in order to make sure that everything was working satisfactorily. Immediately I left the ground I realised that the motor was working badly, and I decided to come down. I had just made a turning when I saw the cuirassiers crossing the ground in front of me. I tried to turn sharply so as to avoid them, but the motor became weaker and weaker and I had not enough power left to complete the turn. "I pulled hard at the elevator in order to rise above the soldiers, but at that moment a group of people who had been hidden from me by the

soldiers suddenly came into view. I did all that was possible, risking the life of my passenger to keep my machine in the air and pass over their heads. I had almost succeeded when the machine, having lost all way, fell like a stone. For a second I had the impression of a brood of chicks scattering beneath me. An instant later the monoplane struck the ground."

The panic which took place among the crowd when the news went round that M. Berteaux had been killed and M. Monis injured produced a popular commotion, which the troops and police were utterly powerless to cope with. In an instant the barricades were broken down. Infantry and cavalry were brushed aside and thousands of hysterical spectators ran irresistibly towards the fallen monoplane. This mad mob came into collision with another mass of people fleeing from the scene of the accident and an indescribable scene of confusion followed.

For at least fifteen minutes men, women, and children fought with each other and many persons were knocked over and trodden on. Finally two squadrons of cavalry came to the rescue and something like order was restored. By nine o'clock no fewer than sixty people had been attended to in the ambulance station adjoining the aerodrome.

As the result of the death of the War Minister all official ceremonies have been cancelled or postponed.

### PROGRESS OF THE RACE.

Of the four airmen who this morning left Issy on the long journey to Madrid only one, M. Garron (Bélier monoplane), succeeded in covering the 281 miles separating the capital from Angoulême, the first stage of the race. When he learned of the accident in Paris he became very pale, his eyes filled with tears, and he declined to touch the "champagne luncheon" which was laid before him in his honour. Lieutenant Connan (Bélier) landed at Chambord, 126 miles from Paris, and smashed his propeller as he was restarting. M. Gilbert (Bélier) reached Pontlevoy, 132 miles from the capital. He was obliged to descend owing to the cold. M. Lascour de Ransay (Bélier), the fourth man, has still to be heard from.

### THE KING'S MESSAGE.

The British Ambassador in Paris last evening received the following telegram from the King:—

I have just learned with deep concern of the terrible accident to the Prime Minister and M. Berteaux, resulting in the death of the latter. Please express my sincere sympathy with the President and the Government in this lamentable occurrence, and inform me as to the condition of the Prime Minister.

GEORGE R.I.

## WORLD MISSIONARY CONFERENCE.

WORK OF THE CONTINUATION COMMITTEE.  
The following is a summary of the results of the recent meeting of the Continuation Committee of the World Missionary Conference at Auchland Castle:

### BOARDS OF STUDIES.

It was reported that as the result of the work of the Special Committee on the formation of a Board of Study, action had been taken by the Missionary Societies in Great Britain to create a Board of Study for the more efficient training of missionaries in the languages, religions, and customs of the countries to which they are sent, and that a similar Board of Studies was in process of formation in North America.

### INTERNATIONAL ACTION.

It was resolved that it is best at the present time to leave the matter of questions involving missions and Governments to be taken up by the missionary societies of each country, acting as far as possible in concert. It was thought that in the meantime the Continuation Committee itself might take steps with regard to matters which, in the judgment of any national committee, seem to call imperatively for united international action.

### THE PRESS.

On the recommendation of the Committee which had been appointed to consider the best means of securing a larger place for missionary information in the secular Press, it was resolved that this subject could best be dealt with by different countries separately.

### SURVEY AND OCCUPATION.

The scope of the Special Committee which had been appointed to survey unoccupied fields was enlarged, and the name of the Committee changed to "Missionary Survey and Occupation." The Committee was authorized to gather information concerning the occupation of mission fields and other missionary activities; also to communicate the organizations in different mission fields on the possibility of making an exhaustive survey of each field.

### SPECIAL COMMITTEES.

New special committees were appointed for the promotion of unity for gathering information with regard to movements in the direction of co-operation and unity taking place in the mission field; the Church in the mission field; medical missionary work; the Mohammedan problem; and the preparation of a statement of recognized principles underlying the relations of missions and Governments.

### AN "INTERNATIONAL REVIEW OF MISSIONS."

The Committee decided to issue an *International Review of Missions*. It will be published quarterly, and the subscription will be by net. The first free Single copies of the Review will be sold in Great Britain at 1s. 6d. and in North America at 50 cents. The Review will include a bibliography of the missionary books and pamphlets in all languages, and also of important articles on missions in current periodical literature. The first number will be issued at the beginning of 1912. Mr. J. H. Oldham was appointed editor, and an International advisory editorial board composed of missionary specialists and scholars was nominated. Dr. John R. Mott, Chairman of the Committee, was invited to devote, in an honorary capacity, a considerable portion of his time to the work of the Continuation Committee, more particularly in visiting the mission field and studying how missionary bodies on the field and the Committee might be brought into the most mutually helpful relations. Dr. Mott promised to announce his decision later.

It was decided that the next meeting of the Committee should be held at some place in North America next year, probably in the last week of September.

FOR EUROPE AND AMERICA.

INDIA, AUSTRALIA, &c.,

and for

PRIVATE READERS AT THE OUTPOSTS

A Comprehensive and Complete Record

of the

NEWS OF THE FAR EAST

is given in the

HONGKONG WEEKLY

PRESS,

with which is incorporated

THE CHINA OVERLAND TRADE REPORT

Subscription, paid in advance, \$12 per annum. Postage \$2 to any part of the World.

## RECORDS WORTH HEARING ROBINSON PIANO CO., LTD.



Love Light Waltzes  
Serenade Waltz  
Cascade of Roses Waltz  
Yama Yama Medley  
Friedrichs March  
The Charming (Xylophone)  
Irish Wit  
Boccaccio March  
Hornpipe Rag

A Bunch of Non-sense  
Please don't tell my wife  
Father was out  
Foolish Questions  
Hello! People  
Bombasto March  
Bonnie's Mean Thoughts  
Arrah Wanne  
Yellow Gal (Laughing Song)  
The Silly Cavalier (Merry Widow)  
Gay Gascon (Banjo)  
Roll on, Silver Moon (Yodel)  
Yonkee Prince Selection  
Narcissus  
Ring o' Roses from (Dollar Princess)  
I hear you calling me  
Medley of Irish Jigs  
Mikado Selection  
Teddy Bear's Picnic  
Moon, Dear  
Humorous Variations  
Never introduce your bloke to your lady friend  
Madame Butterfly Selection  
The Moon has his eyes on you  
"Balance Corners" Lancers  
Polka Fantasia Selection  
Serenade (Piano)  
Dollar Princess, Medley  
Take me up with you, dearie  
If you alone were mine (Two Step)

[734]



## NAPIER JOHNSTONES'

"SQUARE BOTTLE"

WHISKY.

UNVARIED FOR OVER

150 YEARS.

THE SAME TO-DAY AS IN

1745.

BWARE OF  
IMITATIONS.

SOLE AGENTS IN HONGKONG:  
LANE, CRAWFORD & Co.,  
and from ALL WINE MERCHANTS.

[56]

## When on the Sick-list

a man's usefulness and enjoyment of life are about nil. He feels perhaps a burden to himself and a trouble to others. The cheerfulness natural to him is sadly overcast by the depression caused by continual indisposition. The sun of Good Health lies behind a black cloud, and before the warm rays can again rejoice him, that cloud must be dispersed. If such is your experience you should

## Take

steps to ensure an immediate return of health and strength. This means that you should put your digestive organs in perfect order—cleanse the liver—regulate the bowels and kidneys—purify the blood—tone up the nervous system. To effect this thoroughly and completely you should put yourself through a course of that medicine which has proved of such exceptional value in so many cases—namely

## Beecham's Pills

Sold everywhere in boxes, price 2d. (6d. pills).



Superior to Emulsions or Cod Liver Oil.  
Each tiny Morrhuol capsule represents the medicinal value of a teaspoonful of oil.  
Recommended at the Paris Academy of Medicine, for loss of appetite and flesh, to patients with consumptive tendencies.  
Sold in bottles of 100 Capsules.  
Sold by all Chemists.

## NOTICES TO CONSIGNEES

AMERICAN & ORIENTAL LINE.

NOTICE TO CONSIGNEES.

FROM NEW YORK VIA SUEZ.

THE Company's Steamship

"JESERIC"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, where each Consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by 17th inst., at 5 P.M., will be subject to rent.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Co.'s representative on the 14th inst., at 11 A.M. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godowns. No Fire Insurance has been effected.

THE BANK LINE, LTD., Agents.

Hongkong, 10th June, 1911. [817]

"GLEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM ANTWERP, MIDDLESBORO', HULL, LONDON AND STRAITS.

THE Steamship

"GLENLOGAN"

Capt. Jas. McGregor, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on MONDAY, 19th inst., at 10 A.M.

All Claims must be presented within fifteen days of the Steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 19th inst. will be subject to rent.

No Fire Insurance has been effected. Bills of Lading will be countersigned by SHEWAN, TOMES & Co., Agents.

Hongkong, 13th June, 1911. [823]

SWEDISH EAST ASIATIC CO., LTD., GOTHENBURG.

NOTICE TO CONSIGNEES.

THE Steamship

"NIPPON"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasures and Valuables, are being landed and stored at their risk in the Hazardous and/or Extra Hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 20th inst., at 9.20 A.M.

All Claims must reach us before the 23rd inst., or they will not be recognized. No Fire Insurance will be effected. Bills of Lading will be countersigned by the undersigned.

OLOF WIJK & CO., CHINA AGENCIES, ARTISBERG, Agents.

Hongkong, 13th June, 1911. [822]

NORDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"YORCK"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasures and Valuables, are being landed and stored at their risk in the Hazardous and/or extra Hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 20th inst., at 9.30 A.M.

All Claims must reach us before the 24th inst., or they will not be recognized. No Fire Insurance will be effected. Bills of Lading will be countersigned by the undersigned.

NORDEUTSCHER LLOYD, MELCHERS & Co., General Agents.

Hongkong, 13th June, 1911. [5]







## RUSSIAN TROOPS IN ASIA.

## DISTRIBUTION AND STRENGTH.

During the past few months various rumours of Russian military activity in the Far East have been circulated, and one of the latest reports has been that an important conference between high Russian and Japanese military officials is to take place shortly in Manchuria. Reports of this kind naturally give rise to other and more extravagant rumours, and it is curious that while the strictest secrecy is observed in Japan regarding the publication of what are termed "military secrets," no such reticence is observed by Russian papers. While the movements of troops and similar items of military information are more often than not unrecorded in Japanese papers, even in normal circumstances, the Russian censor-vigilant as he is in some respects—seems not to regard with any seriousness the publication of matter which would quickly get a Japanese editor into serious trouble. In fact, the foreigner with a knowledge of the Russian language nothing is more surprising than the frankness with which the Russian publicist analyses the negative aspects of his country, or the readiness with which he shows his cards to an opponent or proclaims to his opponent the error of a general engagement. When the rumours of war with China were circulated recently, true to tradition, the Russian Press of East Siberia lost no time in making known beforehand, to all whom it might concern, the details of Russian military dispositions within what may be called the danger zone. If Chinese military agents, instead of being interested, saw fit to take advantage of this information and to file the same for future reference, who shall blame them?

According to data gathered from the East Siberian Press Russia's armed strength in the Far East at the present time is distributed over two military districts, the Priamur and Irkutsk. The commander of the troops of the first-named district and at present, chief of the Amur and Ussuri Cosacks, is Lieutenant-General P. A. Lavitsky, who achieved considerable reputation during the war with Japan, when he served at the head of the Twenty-fourth East Siberian Sharpshooters. He participated in the majority of the principal engagements, and in recognition of his prowess was decorated with the Order of St. George and promoted to his present rank in 1908.

The troops of the Priamur district are composed of three corps, the Fourth and Fifth Siberian Army Corps. Of these the Fourth Army Corps, comprising the Third and Ninth Siberian Sharpshooter Divisions with the artillery de alotted thereto, the Fourth Siberian Mortar Artillery Division and the Sixth Siberian Sapper Battalion, composed the garrison of the Vladivostok fortress. The complement of the Fifth Corps includes the Sixth and Tenth Sharpshooter Divisions, the Fifth Siberian Mortar Artillery Division, the Third and Tenth Siberian Sapper Battalions. The staff of this corps is located at Khabarovsk, and its various parts are quartered at Blagoveshchensk, Khabarovsk, Nikolayevsk, Nikolai-Ussuriysky, and the station Spassky in the Maritime Province; thus the troops of this corps are scattered over a large area and protect the Russian Siberian boundary both along the Amur and Ussuri. The First Corps with staff at Nikolai-Ussuriysky consists of the First and Second Siberian Sharpshooter Divisions, the Ussuri Horse Brigade, the First Siberian Mountain Horse Artillery Division, the First Siberian Mortar and Second Siberian Heavy Artillery Divisions, the First Siberian Sappers and the First Siberian Pontoon Battalion, siege park, and other sections. The troops of this corps, with some few exceptions, are concentrated in the extreme southern part of the Ussuri region, and would constitute the first fighting line in event of hostilities.

The troops of the Irkutsk district are commanded by the newly-appointed Lieutenant-General V. N. Nikitin, who also served through the Russo-Turkish and Russo-Japanese wars as Captain and Major-General respectively. He holds the Fourth and Third Class of the Order of St. George. Lieutenant-General Nikitin is also at present at the Trans-Baikal Cosacks. In the Irkutsk district there are two corps, the Second Siberian and Third Army Corps. Portions of the Second Siberian Corps constitute, so to speak, the advance guard of the Russian troops in any movement against China; they are disposed in the Trans-Baikal Province, and consist of the Fourth and Fifth Siberian Sharpshooter Divisions, the Trans-Baikal Cosack Brigade, the Second Siberian Mortar and first Siberian Heavy Artillery Divisions, the Second Siberian Sappers and Second Siberian Pontoon Battalions, and the Fourth Siberian Aviation Company. The staff of this corps is situated at Chita, and is commanded by Lieutenant-General Alif, who fought during the late war and was decorated with the Cross of St. George. The Third Siberian Corps consists of the Seventh and Eighth Siberian Sharpshooter Divisions, two distinct Cosack sotnias, the Third Siberian Mortar Artillery Division, and Fifth Siberian Sapper Battalion. These troops are distributed in the Irkutsk and southern part of the Yenisei Governments.

Altogether Russia has in the Far East ten sharpshooter divisions (160 battalions), one dragon regiment, five Cosack regiments, a Cosack division, two separate Cosack sotnias (forty squadrons and sotnias), ten artillery brigades, five mortar divisions, one mountain horse artillery division, Cosack batteries, two heavy artillery divisions, four mortar parks, one heavy park, two mountain horse artillery parks, six sapper battalions, two pontoon battalions, two firing companies (iskovriya rot), an aviation battalion and company, a signal-engineering park, and two railroad battalions.

Furthermore Russia has in the East troops of the Frontier Guards, viz., four battalions, six infantry regiments (twenty-four battalions), six mounted regiments (thirty-six sotnias), four mountain horse batteries, and a sapper company. At the head of the troops of the Trans-Amur Frontier District stands Lieutenant-General E. I. Martynov, a young and energetic general, who participated in the last war, when he commanded the 140th Infantry Zaurysky Regiment and received the Fourth Degree of the Order of St. George and the rank of General for distinguished services. The Russo-Chinese boundary extends over many thousands of miles, and for Russia to defend its entire length would call for a colossal army, but in view of what is regarded as the utterly defenceless state of Western China and the greater part of Mongolia, an military action would probably be localised and confined to the province of North Manchuria and, above all, the line of the Chinese Eastern Railway. At the western end of this line Russia can dispose of the Second Siberian Corps with the Third Corps in reserve, and at the eastern end of the First Corps, which strengthens the troops of the Fifth Corps. Along the railroad line itself are distributed the troops of the Frontier Guard, which aggregate almost an entire corps.—Peking Daily News.

## COMMON FEVERS.

## HOW TO OVERCOME THEIR DISABILITIES.

No more wonderful evidence of the marvellous regulating machinery which exists in the human body can be found than the way in which the body-beat is, in health, always kept at the same level, no matter what may be the external temperature.

Similarly, the subtle influence of a tropical climate manifests itself in the ease with which this delicate machinery is put out of gear and people's temperature goes up, so that they suffer from Fever.

All fevers cause an undoubted feeling of weakness. To remedy this, there is nothing so rapid in its effect, so certain in its action, or so complete in the revitalising sensation it imparts as Sanatogen, the greatest known reconstituent, to which the medical profession have, with one accord, given the description "the tonic-food with lasting effects."

What Sanatogen can do in Fevers is strikingly shown in the case of Mr. Shirley Tromearne (Editor of *Capital*), 98, Clive Street, Calcutta, who writes: "I had a very severe attack of fever last October which brought me to a state of great weakness. During the whole period my diet was almost entirely soda, milk and Sanatogen. "I cannot speak too highly of Sanatogen, which I took for some time, and which not only kept me up during the attack, but afterwards restored me once more to full vigour. In fact, I was better and stronger after this course of Sanatogen than before the attack." Sanatogen may be obtained of all Chemists.

[105-347]

## WEATHER REPORT.

On the 15th at 11.55 a.m.—The barometer has risen moderately in the neighbourhood of Shanghai, and fallen considerably in W. Japan. The depression situated near the mouth of the Yangtze yesterday has moved Eastwards and now occupies Southern Korea. Pressure is highest over the Pacific to the Eastward of the Bonins. It is relatively high over the S. part of the China Sea. Moderate S. monsoon may be expected over the N. part of the China Sea. Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.55 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—(Hongkong & Neighbourhood) (\*) (Formosa Channel) Same as No. 1. South coast of China between Hongkong and Loochoo Same as No. 1. South coast of China between Hongkong and Hainan Same as No. 1. \* S. winds, moderate; fine as a whole, but some showers.

## UNCLAIMED TELEGRAMS.

Following is a list of unclaimed telegrams lying in the Great Northern Telegraph Company's office at Hongkong:—

ADDRESS	FROM
Katowling	Kobe
Keechong	Osaka
Kollongtjie	Sourabaya
Kwangkaling	Sourabaya
Kwongtongtjie Kwongyong	Kobe
Masey, Hongkong Hotel	St. Petersburg
1311, 5288	Amoy
J. Nohr	Manila
2388, 4410	Amoy

The following is a list of unclaimed telegrams lying in the Eastern, Australasia & China Telegraph Company's office at Hongkong:—

ADDRESS	FROM
Arnold-Stanley, Pacific Mail	Chicago
Ceyras Denue Messagerie	Mytho
Australia	Mytho
Deawongsa-Prince Mahachakr	Hanoi
Haiding	Manila
Lawitcheen 221, Hollywood	Batavia
Lolye	Rangoon
Sunlin	Macao
Shiein	Bombay
Shimcheong	Namding
Tueinghim c/o Wangfayuen	Port Darwin
Bonham Strand	Bombay
Wosing	Bombay

## HONGKONG TIDE TABLE.

From June 16th to 22nd, 1911.

Days of Week	Days of Month	HIGH WATER.			LOW WATER.		
		H'kong Mean Time.	Height.	H'kong Mean Time.	Height.	H'kong Mean Time.	Height.
Pri.	16	m 2 8	5 7	m 4 2	3 6	m 10 49	6 8
Sat.	17	m 10 49	6 8	m 4 2	3 6	m 11 27	6 5
Sun.	18	m 11 27	6 5	m 4 2	3 6	m 12 16	6 2
Mon.	19	m 12 16	6 2	m 4 2	3 6	m 1 4	5 9
Tues.	20	m 1 4	5 9	m 4 2	3 6	m 2 50	5 6
Wed.	21	m 2 50	5 6	m 4 2	3 6	m 3 38	5 3
Thurs.	22	m 3 38	5 3	m 4 2	3 6	m 4 26	5 0

## HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, June 15th.

	Previous Day at 4 p.m.	On Date at 4 p.m.	On Date at 10 a.m.	On Date at 4 p.m.
Barometer	29.80	29.84	29.75	29.75
Temperature	85	87	83	83
Humidity	78	71	71	71
Wind Direction	SSW	SSW	SSW	S
Force	1	1	1	1
Weather	o	o	o	o
Rain	0	0.55	0	0

Highest open air Temperature on 14th 89  
Lowest open air Temperature on 14th 80

## ON SALE.

BOUND VOLUMES OF THE HONGKONG WEEKLY PRESS. July to December, 1910. With Index. Price \$7.50.

On sale at the "HONGKONG DAILY PRESS" Office.  
Hongkong, 23th March, 1911

## BY ROYAL WARRANT



PURVEYORS TO

H.M. KING GEORGE V.

**JOHN BEGG'S**  
**SCOTCH WHISKY.**  
WHOLESALE AGENTS:  
**DADY BURJOR & Co.**  
7, QUEEN'S ROAD CENTRAL,  
HONGKONG.  
TELEPHONE No. 665.

## SHIPPING IN PORT.

**STRANERS**  
BRAND, Norwegian str., 1,519, Evenson, 8th June—Newchwang 30th May, Chefoo 2nd June, General—T. & Co.  
CHENAN, British str., 1,350, L. Lloyd Jones, 8th June—Shanghai 4th June, General—Butterfield & Swire.  
CHINA, American str., 3,186, Emory Rice, 5th June—San Francisco 1th May, Mails and General—P. M. S. S. Co.  
CHUYEN, Chinese str., 1,177, Wm. Jamieson, 11th June—Shanghai 7th June, General—C. M. S. N. Co.  
DAIGI MARU, Japanese str., 846, H. Murayama, 14th June—Sawto 13th June, General—Osaka Shosen Kaisha.  
DAIYA MARU, Jap. str., 1,735, Nakamoto, 12th June—Motsu 5th June, Coal—M. B. K.  
DEWENT, British str., 1,560, J. Jenkins, 10th June—Saigon 6th June, Rice and General—Chinese.  
FRI, Norwegian str., 867, N. G. Anders, 12th June—Newchwang 4th and Dalny 6th June, Bean, Asanard, Thorsen & Co.  
FUKU MARU, Jap. str., 4,187, H. Tomihata, 13th June—Moji 6th June, Coal—Mitsui Bussan Kaisha.  
GERMANIA, German str., 1,714, H. Franden, 13th June—Hilhow 12th June, General—Jensen & Co.  
HAITAN, British str., 1,183, J. S. Roach, 14th June—Fochow, Amoy and Swatow 13th June, General—Douglas, Lapraik & Co.  
HONGKONG MARU, Japanese str., 3,433, H. Hinokuma, 31st May—Moji 26th May, General—Toyo Kisen Kaisha.  
HONGKONG, French str., 739, A. Cornelissen, 13th June—Haiphong 10th and Hoilow 12th June, General—A. R. Marty.  
INABA MARU, Japanese str., 3,837, S. Tomina, 9th June—Seattle 9th May, Shanghai 9th June, Coal and General—Nippon Yusen Kaisha.  
LIGHTNING, British str., 2,122, E. P. Smith, 12th June—Cebu via Straits 6th June, General—David, Sassoon & Co.  
LOONG SANG, British str., 1,092, Z. Wheeler, 12th June—Manila 9th June, General—Jardine, Matheson & Co.  
MATHILDS, German str., 631, Chr. Ulderrp, 14th June—Haiphong and Hoilow 13th June, Rice and General—Jensen & Co.  
MUREX, British str., 3,066, Y. A. Thomas, 10th June—Bulwer 2nd June, Bulk Oil—Angard, Thorsen & Co.  
SABINE, Dutch str., 573, D. E. Sabine, 10th June—Rangoon 8th June, Ballast, Asiatic Petroleum Co.  
SAMSEN, German str., 908, Wolf, 8th June—Bangkok 31st May, Rice—Butterfield & Swire.  
SHIBETORO MARU, Japanese str., 1,234, N. mota, 12th June—Moji 6th June, Coal—Osaka Shosen Kaisha.  
TELMACHUS, British str., 1,330, Fraser, 14th June—Saigon 10th June, Rice and General—Two Fat Sigs.  
TITANIC, Dutch str., 3,667, P. Zwart, 10th June—Macao 2nd June, General—Java China Japan Lijn.  
YATSEING, British str., 1,424, S. J. Payne, 14th June—Shanghai and Swatow 10th and 13th June, General—Jardine, Matheson & Co., Ltd.  
YUNNAN, British str., 1,240, G. W. Eddy, 9th June—Newchwang 2nd June, Coal—Butterfield & Swire.

**LEAVING VESSEL.**  
ECLIPSE, British 4-masted barque, 2,996, James White, 12th May—New York 20th Jan., Kerosene Oil—Standard Oil Co.

## PASSENGERS.

**ARRIVED.**  
Per *Chinkua*, from Shanghai, Mr J. L. Parks.  
Per *Santa*, for Hongkong, from London, Mr A. Bonifacio and Dr J. Otley, from Singapore. Mr and Mrs H. C. Hendle, Mr Peters, Mrs A. K. Smith, Mr Taylor and Miss Tansor, for Shanghai, from London, Mr Monger, Mr Fletcher, Miss J. C. Jones, Mrs Mawley and 4 children, Mr Milner, Miss Hanley and Miss L. Hamlyn, from Colombo, L. J. Dickson, from London, for Manila, Mr and Mrs H. S. King, and Mr Dorchester, for Kobe, Miss Butterworth.  
Per *Nile*, for Hongkong, from Kobe, Mr Wilson, Messrs W. L. Stock, M. Murphy, T. Scott and F. Bradley, from Shanghai, Mr G. Wilbore, for Singapore, from Shanghai, Mr H. Baethge and Mr E. White, for Marseilles, from Tientsin, Mr M. Worab and 2 infants, Miss S. Scholl and Miss E. Saylor, for London, from Yokohama, Miss M. Taylor, Dr. and Mrs. Starling, Mr E. O. Rio and Mr A. McCordle, from Kobe, Miss Bryans and Miss Prindivilla, from Shanghai, Mrs Fowler, infant and maid, Mr R. Dixon, Mr J. and Miss L. Drummond, and Miss F. N. Scott.  
Per *Darling*, for Hongkong, from Yokohama, Dr. and Mrs. Stuebel, from Tientsin, Mr. From and several, from Shanghai, Mrs H. Quinn, Mr Carl Hing, Mr A. P. Alves, Mr McDonald and several, Mr Robert Parker, Mrs Alves and child, Mr H. M. Tibby, Mr E. Przemyslaw, Mr E. H. Werring, Mr and Mrs Stuckrey, Miss L. Trinidad and Mr C. Brewer, for Singapore, from Yokohama, Captain Birbeck Mr and Mrs Hanksin, from Kobe, Mr and Mrs Armstrong, from Shanghai, Miss C. Gauthier, Mrs and Miss Caldwell, Mr M. B. Hoar, for Colombo, from Yokohama, Mr K. Varramall, from Shanghai, Capt. Block, for Naples, from Yokohama, Countess A. S. Bollen, for Genoa, from Yokohama, Admiral and Mrs Brath, General and Mrs W. P. Duvall, Mr J. K. Miller, from Tientsin, Miss Kohlehuber, Mr Schmidt and family, from Shanghai, Mr W. Horne, for Delhi, from Kobe, Mr U. Kous, for London, from Yokohama, Mrs M. Taylor and Miss W. V. Robinson, from Kobe, Mr and Mrs W. J. Jarvis and child, and Capt. J. E. Johnson, for Hamburg, from Shanghai, Mr G. Batjer and Miss N. Cernaghan.

## VISITORS AT HOTELS.

## HONGKONG HOTEL.

Mrs E. M. A. Apear and Ayah  
Miss K. Atkinson  
Mr L. Baile  
Mr L. Beckingale  
Mr Cheshire  
Mr P. E. Chivers  
Mr D. E. Clark  
Mr W. E. Clarke  
Mr H. L. Condon  
Mr C. G. Wm  
Mr N. K. Davidson  
Mr W. C. Drev  
Mr H. W. Durlacher  
Mr E. J. W. Eames  
Mr Egar  
Mr and Mrs Ehrenfels  
Mr C. G. L. Elverson  
Mr F. Estom  
Mr G. H. Evans  
Mr H. G. Fisher  
Mr J. Forester  
Donnan Fuller  
Mr A. S. Ginner  
Mr V. Goulbourn  
Capt. P. P. Hall  
Mr J. G. Hamilton  
Mr A. Harrison  
Mr T. F. Hausen  
Hon. and Mrs. E. A. Hewet  
Mr and Mrs Horatio, S. King  
Dr. Spencer Hough

## GRAND HOTEL.

Dr. Bandevia  
Mr E. W. Bauckham  
Mr O. Bruger  
Mr Gilbert  
Mr T. Hance  
Mr B. James  
Miss Johnson  
Mr Kauffholz  
Mr Kelly  
Mr J. P. Kaye  
Mr and Mrs Chas. G. King

## KING EDWARD HOTEL.

Miss L. Arnold  
Mr T. Aoki  
Mr R. A. Ariva's  
Capt. Theo Arthur  
Mr M. P. Baatie  
Miss Brandt  
Mr and Mrs H. C. Briger & Son  
Dr. Gruetzfeldt  
Mr Engeler  
Mr A. Falan  
Miss M. Gains  
Mr H. George  
Mr J. Gordon  
Mr A. Harper  
Mr T. Hood  
Mr E. S. Kabal  
Miss C. Keck

## KINGEDORE PRIVATE HOTEL.

Comdr. F. Acton, R.N.  
Mr H. Adam  
Mr F. Acton & Maid  
Mr E. Arndt  
Mr and Mrs Annett  
Mr H. Bonsett  
Mr P. Borington  
Dr. and Mrs B.W. Brown  
Mr J. Coker  
Mr and Mrs F.M. Crawford  
Mr and Mrs D. E. Donnelly  
Mr C. L. Gertman  
Mr J. Graham  
Mr and Mrs C.E. Harvey  
Dr. Hoban  
Mr H. Hoffman  
Mr E. Koch  
Mr and Mrs P. P. Lagmet  
and children

## SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, FORGEMASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL, AND MECHANICAL ENGINEERS.

**TAIKOO DOCKYARD & ENGINEERING CO.**  
Modern Appliances for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work, Electrical Drives, Hydraulic and Pneumatic Tools, installed throughout the Works.  
50-Ton HYDRAULIC TESTING MACHINE FOR CHAINS, WIRE, ROPES, RIVETS AND METAL SPECIMENS.  
THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.  
100-TON ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES THROUGHOUT THE SHOPS RANGING UP TO 100 TONS.  
Estimates given for Docking, Repairs to Hull and Machinery, Constructional Work.  
Dockyard Manager Mr. J. RYD, can be seen between the hours of 11 A.M. and 12 Noon at the Town Office.  
MANAGERS AND AGENTS,  
**BUTTERFIELD & SWIRE,**  
HONGKONG, CHINA AND JAPAN.

## JAVA-CHINA-JAPAN LIJN

## REGULAR FORTNIGHTLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJITAREM	—	—	SHANGHAI & KOBE	Second half of June
TJILATJAP	JAVA	Second half of June	JAPAN	Second half of June
TJIKINI	JAPAN	Second half of June	JAVA	Second half of June
TJIBODAS	JAVA	Second half of June	SHANGHAI	Second half of June
TJIPANAS	JAVA	Second half of June	JAPAN	Second half of June
TJILIWONG	JAVA	First half of July	SHANGHAI	First half of July
TJIDAH	JAVA	Second half of July	JAVA	Second half of July

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the  
**JAVA-CHINA-JAPAN LIJN.**  
Telephone No. 375.  
York Buildings, 1st Floor.  
Hongkong, 15th June, 1911.

## SWEDISH EAST ASIATIC CO., LTD.

## GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).  
DESTINATION STEAMERS DATE OF SAILINGS.  
SHANGHAI, YOKOHAMA, KOBE & MOJI "YEDDO" About 22nd July.  
For Freight and Further Particulars, apply to  
TELEPHONE No. 171.  
**OLEOF WIK & CO., CHINA AGENCIES, AKTIEBOLAG.**  
46j YORK BUILDINGS TOP FLOOR.

## THE BANK LINE, LIMITED.

## PROPOSED SAILINGS FROM HONGKONG FOR

## VANCOUVER, B.C., SEATTLE &amp; PORTLAND (Or)

## VIA

## SHANGHAI AND JAPANESE PORTS.

Steamers	Tons	Captain	To Sail on or About
LUERIC	6,400	J. Mathie	30th June.

To be followed by other Steamers of the Company at regular intervals.  
The Steamers of the BANK LINE, LTD., carry Cargo on through Bills of Lading to all overland Common Points in the United States of America and Canada, and also for the Chief Ports in Mexico, Central and South America. Will call at AMOY and KEELUNG if sufficient inducement offers.  
The Steamers of the Line are of the most modern type, have excellent accommodation for steerage passengers and a limited accommodation for Cabin Passengers; they are fitted throughout with Electric Light, the "Luoer" and "Orterio" also having Wireless Telegraphy. Special Arrangements have been made for Express Parcels to American and Canadian Ports.

For Rates of Freight and Passage, apply to—  
TELEPHONE No. 780.  
**THE BANK LINE, LIMITED.**  
KING'S BUILDING, PRINCE OF WALES.

## INDIAN AFRICAN LINE.

THE FAST MODERN STEAMERS OF THIS LINE AFFORD THE QUICKEST FREIGHT TRANSPORT FROM THE ORIENT TO SOUTH AFRICA.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal) EAST LONDON, PORT ELIZABETH and CAPE TOWN with transhipment at COLOMBO.

PROPOSED SAILINGS.  
FROM HONGKONG: FROM COLOMBO:  
For rates and further information, apply to—  
**THE BANK LINE, LIMITED,**  
(MANAGING AGENTS).  
Hongkong, 10th June, 1911.







# PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI, MOJI, KOBE, PALMERO and YOKOHAMA	DELTA Capt. E. J. B. Ferguson	About 22nd June	Freight only.
SHANGHAI	DELTA Capt. E. J. B. Ferguson	About 22nd June	Freight and Passage.
LONDON via USUAL PORTS	ARCADIA Capt. E. B. Barcham	Noon, 24th June	See Special of Call.
LONDON and ANTWERP via SINGAPORE, PE- NANG, COLOMBO, PORT SAID and MARSEILLES	CEYLON Capt. A. E. A. Baker	About 29th June	Freight only

For Further Particulars apply to

E. A. HEWETT,  
Superintendent.

Hongkong, 16th June, 1911.

## CHINA NAVIGATION CO., LD.

### SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
SHANGHAI	"CHINHUA"	On 17th June, 11 night
HAIPHONG	"SUNGKIANG"	On 18th June, 10 A.M.
MANILA, CEBU and ILOILO	"KAIFONG"	On 20th June, 4 P.M.
TIENSIN	"KUEIKOW"	On 22nd June, 4 P.M.
SHANGHAI	"CHIHUI"	On 22nd June, 4 P.M.
SHANGHAI	"CHENAN"	On 24th June, 11 night

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUL".

AUSTRALIAN STEAMERS have superior accommodation with Electric Light, throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE—TWIN SCREW STEAMERS "TRAN" and "FAMING". Saloon accommodation Ample; Electric Fans fitted; Extra State-rooms on Deck, aft. Saloon accommodation of S.S. "KAIFONG" is situated on Deck, aft.

SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "CHINHUA" and "LINAN" with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

ND—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

FARE, \$45 SINGLE and \$80 RETURN.  
For Freight or Passage apply to—  
HONGKONG, 16th June, 1911BUTTERFIELD & SWIRE,  
AGENTS.

## HAMBURG-AMERIKA LINIE

IN CONJUNCTION WITH  
DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES,

via STRAITS and COLOMBO,

to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

### NEXT SAILINGS FROM HONGKONG:

#### OUTWARD.

FOR SHANGHAI, KOBE & YOKOHAMA:	FOR MARSEILLES, HAVRE & HAMBURG:
S.S. SILVIA ... 19th June	S.S. SCANDIA ... 23rd June
S.S. IELLAS ... 20th June	FOR ROTTERDAM, HAMBURG & ANTWERP:
S.S. SPZIA ... 1st July	S.S. SITHONIA ... 26th June
S.S. SILENTIA ... 12th July	FOR HAVRE & HAMBURG:
S.S. AMERIA ... 28th July	S.S. SLAVONIA ... 8th July
S.S. ALBIA ... 9th Aug.	FOR ROTTERDAM & HAMBURG:
S.S. SPNEGAMBIA ... 25th Aug.	S.S. BRASILIA ... 9th July
S.S. SUEVIA ... 6th Sept.	FOR HAVRE & HAMBURG:
	S.S. SPEZIA ... 6th Aug.
	FOR ROTTERDAM & HAMBURG:
	S.S. BRISGAVIA ... 7th Aug.

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,  
Hongkong Office.

Hongkong, 2th June, 1911.

## INDO-CHINA S. NAV. CO., LD.

### PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO SAIL
SHANGHAI via SWATOW	"LOKSANG"	Friday, 16th June, Noon.
MANILA	"LOGOSANG"	Saturday, 17th June, 2 P.M.
SHANGHAI, KOBE and MOJI	"NAMSANG"	Wed. day, 21st June, Noon.
MANILA	"YUENSANG"	Saturday, 24th June, 2 P.M.
SINGAPORE, PENANG & CALCUTTA	"FOOKSANG"	Monday, 26th June, 2 P.M.
TIENSIN	"CHEONGSHING"	Wednesday, 28th June, Noon.

### RETURN TOURS TO JAPAN,

(OCCUPYING 24 DAYS).

The Steamers "KITSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Tsingtau, Weihaiwei, Chefoo, Tientsin &amp; Newchwang.

Telephone No. 215, Sub. Exch. 4.

For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD.,  
HONGKONG, 16th June, 1911.

GENERAL MANAGERS.

## DOUGLAS STEAMSHIP CO., LD.

### HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

### FOR SWATOW, AMOY AND FOCHOW AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIPS	CAPTAIN	LEAVING.
"HATTAN"	Capt. J. S. Rouch	FRIDAY, 16th June, at 11 A.M.
"HATCHING"	Capt. W. C. Passmore	TUESDAY, 20th June, at 11 A.M.
"HAIMUN"	Capt. J. W. Evans	FRIDAY, 23rd June, at 11 A.M.

During the Months of July and August, RETURN TICKETS available for Three Months will be issued at a Reduction of 20 per cent. on the usual Rate to Fochow. Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier). For Freight and Passage, apply to—

DOUGLAS, LARPAIK & Co.,  
GENERAL MANAGERS.

Hongkong, 14th June, 1911.

## TOYO KISEN KAISHA.

### IMPERIAL JAPANESE TRANS-PACIFIC MAIL LINES.

#### SAN FRANCISCO LINE.

Connecting with the WESTERN PACIFIC RAILWAY at SAN FRANCISCO to all Points in the UNITED STATES and CANADA and with TRANS-ATLANTIC LINES for EUROPE.

#### PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

STEAMER	TONS	CAPTAIN	DATE OF SAILING.
CHIYO MARU	21,000	W. W. Green	FRIDAY, June 30th, Noon.
AMERICA MARU	11,000	A. G. Stevens	FRIDAY, July 21st, Noon.
TENYO MARU	21,000	E. Bent	FRIDAY, July 28th, Noon.
NIPPON MARU	11,000	H. S. Smith	FRIDAY, Aug. 18th, Noon.

All Steamers are equipped with the Japanese Government Wireless Telegraph and Post Office.

THE Triple Screw Steamer "CHIYO MARU" will be despatched for SAN FRANCISCO via KEELUNG, SHANGHAI, NAGASAKI, KOBE, SHIMIZU, YOKOHAMA and HONOLULU, on FRIDAY, 30th June, at Noon.

#### SOUTH AMERICAN LINE.

(In Connection with NATIONAL RAILWAY of MEXICO at MANZANILLO).

Only Regular Direct Service to MEXICAN, PERUVIAN and CHILIAN PORTS.

#### PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	TONS	CAPTAIN	DATE OF SAILING.
HONGKONG MARU	11,000	H. Hisekuma	SATURDAY, June 17th, Noon.
KIYO MARU	17,500	H. Nishi	TUESDAY, Aug. 15th, Noon.
BUYO MARU	10,500	K. Hashimoto	SATURDAY, Oct. 14th, Noon.

THE Steamer "HONGKONG MARU" will be despatched hence for MEXICAN, PERUVIAN and CHILIAN PORTS via MOJI, KOBE, YOKOHAMA and HONOLULU, on SATURDAY, 17th June, at Noon.

#### FARES FROM HONGKONG.

TO SAN FRANCISCO	£ 45-0-0, Single
" NEW YORK	" 60-0-0, "
" LONDON	" 71-10-0, "
" "	" 120-0-0, Return 6 Months
" SALINA CRUZ or MANZANILLO	Yen. 420-00, Single
" VALPARAISO	Yen. 570-00, "

SPECIAL RATES (First Class Only) are granted to the undermentioned and their families when travelling at their own expense:—

TO EUROPEAN PORTS:—Officials of any European Naval, Military, Diplomatic, Consular or Civil Services located in Asia, European Officials in the Service of the Government of China and Japan.

TO CANADIAN and UNITED STATES PORTS:—Commissioned Officers of the United States Army, Navy, and U.S.A. Consular Officials stationed at Ports of Call.

TO ALL PORTS:—Missionaries and their families.

(These concessions apply to San Francisco Line Only).

These magnificent steamers are most up-to-date and luxurious in every way. Excellent cuisine and accommodation.

"TENYO MARU" and "CHIYO MARU" are fitted with Turbine Engines and Triple Screws. Record Speed 2½ knots.

Through Bills of Lading issued to North, Central and South American Ports.

For Further Particulars as to Passage and Freight, apply to

K. MATSUDA, LOCAL MANAGER,

King's Building (Opposite Blake Pier).

## OSAKA SHOSEN KAISHA.

### REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

### TRANS-PACIFIC SERVICE.

Connecting at TACOMA with  
THE CHICAGO, MILWAUKEE and PUGET SOUND RAILWAY  
AND  
THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	TONS (Gross reg.)	LEAVES.
VICTORIA, B.C. & TACOMA via KEELUNG, SHANGHAI, Kobe, YOKKAICHI, SHIMIZU and YOKOHAMA	"CHICAGO MARU"	6,182	WED. DAY, 12th July, at 11 A.M.
VICTORIA, B.C. & TACOMA via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA	"MEXICO MARU"	6,061	TUESDAY, 27th June, at 11 A.M.
	"CANADA MARU"	6,065	TUESDAY, 25th July, at 11 A.M.

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for stowage Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcel. Special attention given towards Express connections.

### HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES.
ANPING and TAKAO	"SHIBETORO MARU"	SATURDAY, 17th June, at 4 P.M.
TAMSUI via SWATOW, and AMOY	"DAIGI MARU"	SUNDAY, 18th June, at 10 A.M.
FOOCHOW via SWATOW and AMOY	"CHOSHUN MARU"	WED. DAY, 21st June, at 10 A.M.

During the two months of July and August, Return Tickets to Fochow available Three Months will be issued at the Special Rates of:—

1ST CLASS \$45.50 2ND CLASS \$29.90.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings

S. HIROL,  
MANAGER

7721.

### "The Beer That's Brewed to Suit The Climate"

JUST THE THING FOR A PICNIC

A SMALL OASK OF

O. B.  
BEER.

Fresh from the Brewery.

"Just Try It"

## U.S. MAIL LINE. PACIFIC MAIL S.S. CO.

### SEMI-TROPICAL ROUTE.

Only Line taking the warm SOUTHERN ROUTE across the PACIFIC via HONOLULU, OAHU, the most Fertile and Beautiful Island of the PACIFIC.

#### PROPOSED SAILING FROM HONGKONG. (SUBJECT TO ALTERATION.)

STEAMERS	TONS	SAILING DATES
MANCHURIA	27,000	SATURDAY, 24th June, at 1 P.M.
MONGOLIA	27,000	SATURDAY, 15th July, at 1 P.M.
KOREA	18,000	FRIDAY, 11th Aug., at 1 P.M.
SIBERIA	18,000	FRIDAY, 26th Aug., at 1 P.M.
MANCHURIA	27,000	FRIDAY, 8th Sept., at 1 P.M.
MONGOLIA	27,000	SATURDAY, 30th Sept., at 1 P.M.
KOREA	18,000	SATURDAY, 23rd Oct., at 1 P.M.
SIBERIA	18,000	FRIDAY, 10th Nov., at 1 P.M.

All Steamers are Equipped with Wireless Telegraphy.

THE P.M. S.S. "MANCHURIA" will be despatched for SAN FRANCISCO via KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, SHIMIZU, YOKOHAMA and HONOLULU, on SATURDAY, 24th June, at 1 P.M.

FARES: HONGKONG to LONDON £71 10s. 0d. RETURN, SIX MONTHS, £120; 24 MONTHS, £125; INCLUDING BERTH AND MEALS ACROSS AMERICA.

SPECIAL RATES (First Class Only) Granted upon Application. To European Ports: Officials of any European Naval, Military, Diplomatic, Consular and/or Civil Services located in Asia, to European Officials in the Services of the Governments of China and Japan. To United States Ports, Commissioned Officers of the United States Army, Navy, U.S. P.H. &amp; M.H. Services, U.S. Consul Generals, Consuls and Vice-Consuls stationed at Ports of Call. To United States and Canadian Ports: Members of the Naval, Military, Diplomatic and Consular Officials of the Governments of China and Japan. These Special Rates apply when travelling at their own expense and to their families. To all points:—Missionaries and their families.

### INTERMEDIATE SERVICE.

CHINA.....10,200 Tons ..... FRIDAY, 16th June, at 1 P.M.  
PERSIA ..... 9,000 Tons ..... FRIDAY, 4th Aug., at 1 P.M.

THE S.S. "CHINA" will leave for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, 16th June, at 1 P.M.

On the Fine MAIL Steamers, CHINA and PERSIA First Class.

SALOON SERVICE is furnished at Intermediate Rates.

FARES, HONGKONG to LONDON via New York ..... £45.

HONGKONG to SAN FRANCISCO ..... £25.

Through Bills of Lading issued to Japan, North, Central and South American Ports.

For further information as to Passage and Freight, apply to the Agency of the Companies, KING'S BUILDING (opposite Blake Pier).

FRED J. HALTON, AGENT.

[43]

## NIPPON YUSEN KAISHA

### (THE JAPAN MAIL STEAMSHIP CO.)

#### PROJECTED SAILINGS FROM HONGKONG— SUBJECT TO ALTERATION.

DESTINATION.	STEAMERS.	TONS.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGA- PORE, PENANG, COLOMBO, SUEZ and PORTSAID	ATSUTA MARU Capt. Wm. Thompson HITACHI MARU Capt. T. Yamawaki	9,000 7,000	WED. DAY, 21st June, at Daylight WED. DAY, 5th July, at Daylight
VICTORIA B.C. & SEATTLE	KAMAKURA MARU Capt. K. Kon	7,000	SATURDAY, 15th July, from Kobe.
VICTORIA, B.C. and SEATTLE, via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA	INABA MARU Capt. S. Tomimaga TAMBA MARU Capt. K. Noda	7,000 7,000	TUESDAY, 20th June, at 4 P.M. TUESDAY, 19th July, at 4 P.M.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and REISHANE	NIKKO MARU Capt. M. Yagi KUMANO MARU Capt. M. Winckler	6,000 6,000	FRIDAY, 7th July, at Noon FRIDAY, 4th Aug., at Noon
SHANGHAI, MOJI, and KOBE	BINGO MARU Capt. J. S. G. Parsons	7,000	TUESDAY, 20th June, at Daylight.
KOBE and YOKOHAMA	KITANO MARU Capt. F. E. Cope	9,000	THURSDAY, 22nd June, A.M.
BOMBAY via SINGAPORE, and COLOMBO	CEYLON MARU Capt. Tomawa	6,000	TUESDAY, 27th June.
KOBE and YOKOHAMA	KUMANO MARU Capt. M. Winckler	6,000	TUESDAY, 4th July, at Noon

Fitted with New System of Wireless Telegraphy. \* Carries Deck Passengers. † Cargo only.

## CHEAPEST SUMMER RATES

BETWEEN

### HONGKONG AND JAPAN PORTS.

Commencing 1st June, ending 30th September, 1911.

#### SPECIAL EXCURSION TICKETS (1st & 2nd CLASS) AVAILABLE FOR 3 MONTHS.

	Yokohama Return.	Kobe Return.	Moji Return.	Nagasaki Return.
1st CLASS	\$120	\$110	\$100	\$90
2nd "	\$80	\$70	\$60	\$50

With Option of rail between Steamers' Calling Ports in Japan.

For Further Information, apply to—

14-40]

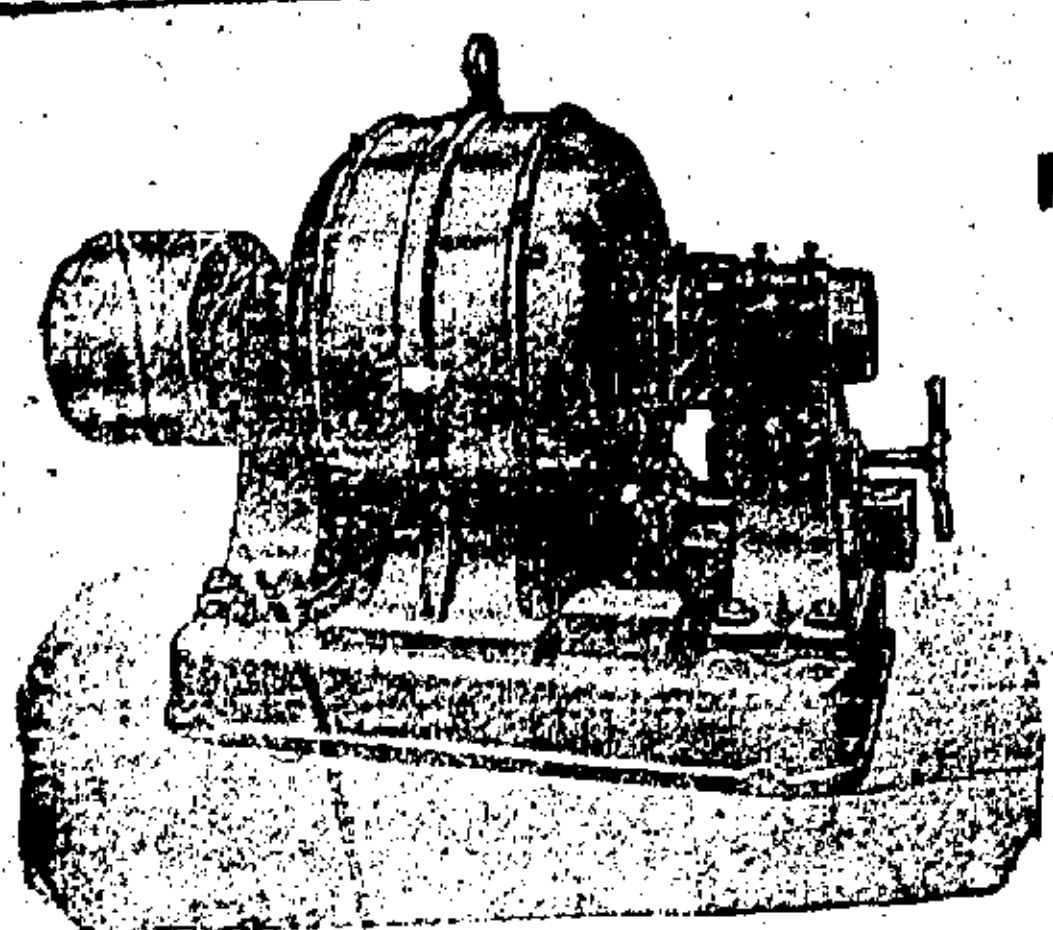
T. KUSUMOTO, MANAGER.

## THOS. COOK & SON,

TOURIST, STEAMSHIP & FORWARDING AGENTS,  
BANKERS, &c.Head Office for the Far East:— 16, DES VUEX ROAD, HONGKONG.  
SHANGHAI: 2-3, FOOCHOW ROAD. YOKOHAMA: 32, WATER STREET.TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.  
TOURS arranged to ALL PARTS of the WORLD.  
BAGGAGE collected, forwarded and insured at lowest rates.  
LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.  
FOREIGN MONIES exchanged.  
Chief Office:—LUDGATE CIRCUS LONDON, E.C.

7571.



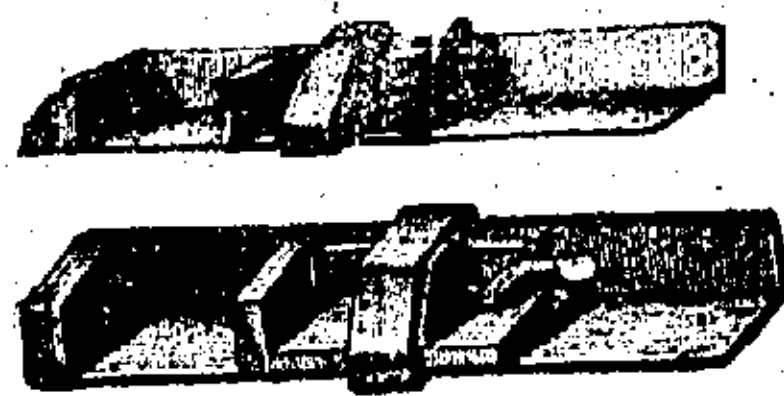


**Titan**  
BERGERHOF  
RHL.D.  
ELECTRIC MOTORS,  
DYNAMOS,  
VENTILATORS,  
AND ALL KINDS OF  
ELECTRICAL GOODS.

SOLE REPRESENTATIVE FOR HONGKONG AND CHINA:

**HUGO C. A. FROMM,**  
HONGKONG, 4, QUEEN'S BUILDINGS, TEL. NO. 960.

**G. E. REINHARDT,**  
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Manufacturer of Composing Sticks  
and all other Printing Material in  
excellent quality and finish.

Sole Representative for Hongkong and China:

**HUGO C. A. FROMM,**  
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**Hoehl** Extra Dry  
goût américain  
Sole Representative for Hongkong and South China  
**Hugo C. A. Fromm, Hongkong.**

## POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN  
Route to EUROPE.

The *Transvaal*, with the Siberian Mail, is due to arrive here to-morrow.

FOR	PER	DATE
Hoihow and Huihow	Hongkong	Friday, 16th, 9.00 A.M.
Swatow, Amoy and Foochow	Haitan	Friday, 16th, 10.00 A.M.

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA,  
HONOLULU AND SAN FRANCISCO  
SIBERIAN MAIL TO EUROPE

Manila, Cebu, Hongkong, Yokohama, Kobe, Yokohama,  
Hankow, Shanghai, Peking, Tientsin, Harbin, Vladivostok,  
Manila, Cebu and Hilo

Cheriton, Samangan and Sourabaya  
Mojik, Kobe, Yokohama, Hongkong, Salina Cruz,  
Cebu, Iloilo, Valparaiso and Coronel

Shanghai, Yokohama and Kobe  
Manila, Cebu and Hilo  
Macao, Amoy and Hongkong  
Tientsin and Peking

Shanghai  
SIBERIAN MAIL TO EUROPE  
Hailong  
Swatow, Amoy and Tamsui  
Macao  
Swatow, Amoy and Foochow  
Singapore, Penang and Calcutta

EUROPE, &c., INDIA VIA TATICORIN  
(Late Letters 11.00 A.M. to NOON. Extra  
Postage 10 cents.)  
Letters posted in all the Pillar Boxes in  
time for the first clearance will be  
included in this contract mail.

Macao  
Shanghai, Hongkong, Yokohama, Kobe, Yokohama,  
Hankow, Shanghai, Peking, Tientsin, Harbin, Vladivostok,  
Manila, Cebu and Hilo

Port Darwin, Thursday Island, Cooktown,  
Cairns, Townsville, Brisbane, Sydney,  
Hobart, Melbourne, Adelaide, Perth  
and Fremantle

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA,  
HONOLULU AND SAN FRANCISCO  
(SIBERIAN MAIL TO EUROPE)

EUROPE, &c., INDIA VIA TATICORIN  
(Late Letters 11.00 A.M. to NOON. Extra  
Postage 10 cents.)  
(Supplementary mail on board up to the  
time fixed for departure of the mail.  
Extra Postage 10 cents.)  
(Letters posted in all the Pillar Boxes  
in time for the first clearance will be  
included in this contract mail.)  
The Parcel mail will be closed on Fri-  
day 23rd, inst., at NOON.

## COMMERCIAL.

## EXCHANGE

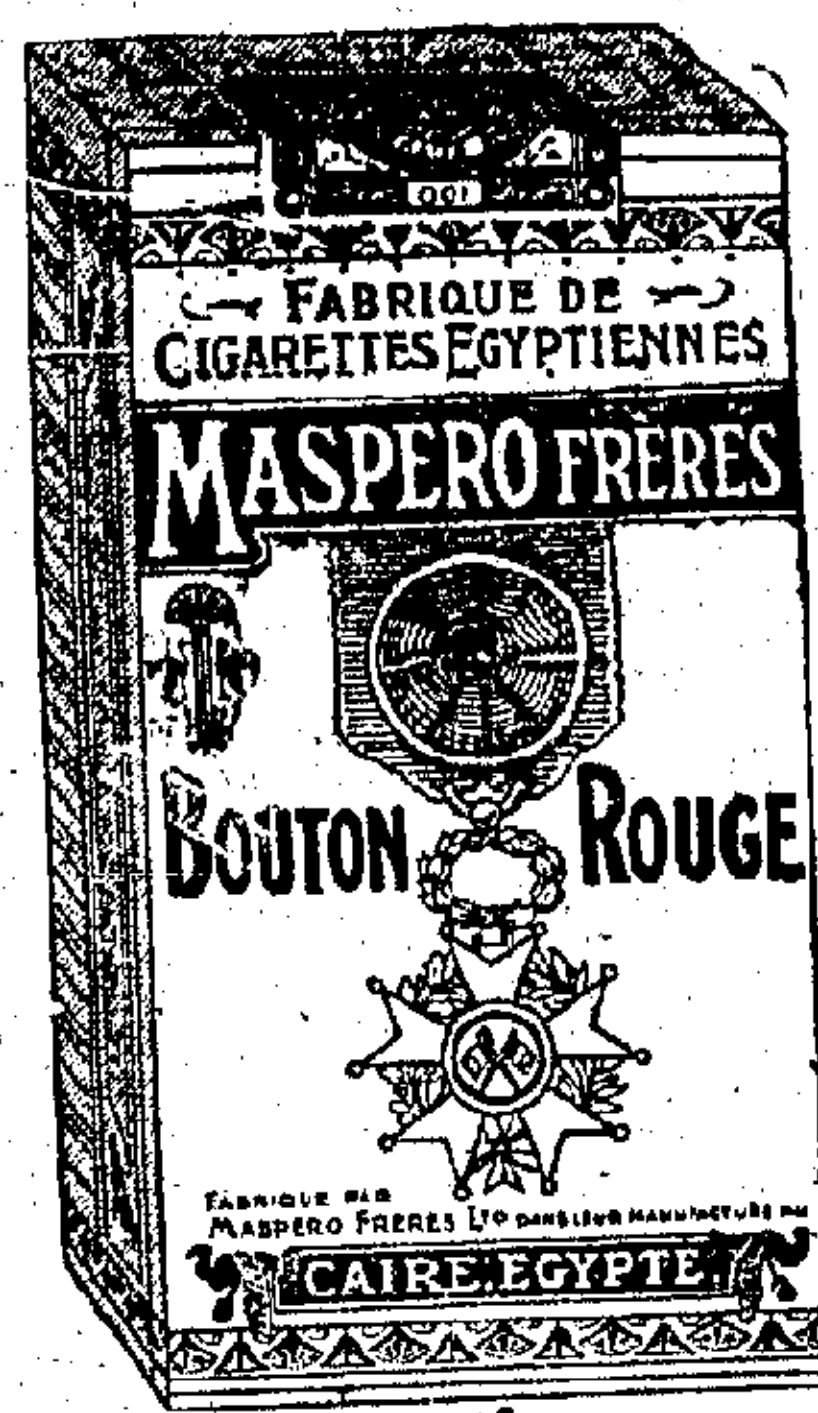
## CLOSING QUOTATIONS.

June 15th.
ON LONDON:—
Telegraphic Transfer .....
Bank Bills, on demand .....
Bank Bills, at 30 days' sight .....
Bank Bills, at 4 months' sight .....
Credit, at 4 months' sight .....
Documentary Bills 4 months' sight/10% .....
ON PARIS:—
Bank Bills, on demand .....
Credit, at 4 months' sight .....
ON GERMANY:—
On demand .....
ON NEW YORK:—
Bank Bills, on demand .....
Credit, at 60 days' sight .....
ON BOMBAY:—
Telegraphic Transfer .....
Bank, on demand .....
ON CALCUTTA:—
Telegraphic Transfer .....
Bank, on demand .....
ON SHANGHAI:—
Bank, at sight .....
Private, 30 days' sight .....
ON YOKOHAMA:—
On demand .....
ON MANILA:—
On demand .....
ON SINGAPORE:—
On demand .....
ON HONGKONG:—
On demand .....
ON SAIGON:—
On demand .....
ON BANGKOK:—
On demand .....
SOVEREIGNS, Bank's Buying Rate .....
GOLD LEAF, 100 fine, per tael .....
SILVER, per oz. .....
SUBSIDIARY COINS.
Chinese .....
Chinese .....
Hongkong .....
Hongkong .....

# THE CIGARETTES OF DISTINCTION

## Bouton Rouge

### and Felucca



A LUXURY TO  
THE MAN  
OF TASTE

IN 50's &amp; 100's

HERMETICALLY SEALED BOXES

AT \$4.20 AND \$2.80  
PER 100

FROM ALL TOBACCONISTS.



## SHARE LIST—QUOTATIONS. HONGKONG, JUNE 15TH, 1911.

Stocks.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTA- TIONS.
<b>BANKS.</b>	120,000	\$125	all	\$125.10
Hongkong & Shanghai Bank Corporation	99,925	\$7	\$6	\$8.50, buyers
National Bank of China, Limited	60,000	\$12	all	\$9.
China Bank, Limited	50,000	\$5	all	\$1.15, sales
China Light and Power Company, Limited	50,000	\$1	all	\$7, sales
China Provident, Loan & Mortgage Co., Ltd.	20,000	Tls. 50	all	Tls. 83.
<b>COTTON MILLS.</b>	125,000	\$10	all	\$4, buyers
Bye Cotton Spinning & Weaving Co., Ltd.	10,000	Tls. 75	all	Tls. 47.
Hongkong Cotton Spinning Co., Ltd.	8,000	Tls. 100	all	Tls. 57.
International Cotton Manufacturing Co., Ltd.	20,000	Tls. 50	all	Tls. 22.
Leong-Kung-Mow C. Spin. & Weav. Co., Ltd.	40,000	\$72	\$6	\$2.14, buyers
Soy Chee Cotton Spinning Co., Limited	60,000	\$50	all	\$48, buyers
Dairy Farm Company, Limited	50,000	\$50	all	\$53, buyers
<b>DOCKS AND WHARVES.</b>	10,000	\$63	all	\$74, buyers
Hongkong & Whampoa Dock Co., Ltd.	55,700	Tls. 100	all	Tls. 62.
New Amoy Dock Co., Limited	36,000	Tls. 100	all	Tls. 85.
Shanghai Dock and Engineering Co., Ltd.	18,000	\$25	all	\$24.
Shanghai and Hongkong Wharf Co., Ltd.	400,000	\$10	all	\$3.20, sellers
Farwick & Co., Limited	7,000	\$10	all	\$11.
Green Island Cement Co., Limited	60,000	\$10	all	\$11, sales
Hongkong and China Gas Co., Limited	12,000	\$50	\$25	\$75, sales
Hongkong Electric Co., Limited	8,000	Ps. 10	all	\$11, sellers
Hongkong Hotel Company, Limited	15,000	\$20	all	\$180, sellers
Manila Metropole Hotel Limited	15,000	\$10	all	\$17, buyers
Hongkong Ice Company, Limited	10,000	\$250	\$50	\$180.
Hongkong & Shanghai Steam Navigation Co., Ltd.	20,000	\$100	\$20	\$119.
<b>INSURANCES.</b>	24,000	\$83.33	\$25	\$327.4, buyers
Canton Insurance Office Co., Limited	8,000	\$50	\$5	Tls. 156, buyers
China Fire Insurance Co., Limited	10,000	\$250	\$100	\$812, sellers
China Traders Insurance Co., Limited	12,000	\$250	\$60	\$203, @ Ex 73
Hongkong Fire Insurance Co., Limited	12,000	\$250	\$60	\$203, @ Ex 73
North-China Insurance Co., Limited	12,000	\$250	\$60	\$203, @ Ex 73
Union Insurance Society, Limited	12,000	\$250	\$60	\$203, @ Ex 73
Yangtze Insurance Association, Limited	50,000	\$100	all	\$93, buyers
<b>LAND AND BUILDINGS.</b>	150,000	\$10	all	\$62, sales
Hongkong Land Investment Agency Co., Ltd.	6,000	\$50	\$30	\$25, buyers
Humphreys' Estate and Finance Co., Ltd.	78,000	Tls. 50	all	Tls. 94.
Kowloon Land and Building Co., Ltd.	12,500	\$50	all	\$47.
Shanghai Land Investment Co., Limited	16,000	Fee. 250	all	\$700.
West Point Building Co., Limited	200,000	\$10	all	\$2, sellers
<b>MINING.</b>	25,000	\$10	all	\$12.
Société Française des Charbonnages du Tonkin	50,000	\$10	all	\$1, buyers
Raub Australian Gold Mining Co., Ltd.	50,000	\$10	all	\$5, buyers
<b>PEAK TRAMWAYS CO., LIMITED.</b>	75,000	\$10	all	\$78, buyers
<b>PHILIPPINE CO., LIMITED.</b>	20,000	\$100	all	\$19, buyers
<b>REFINING.</b>	7,000	\$100	all	\$11, sales & sel.
China Sugar Refining Co., Limited	20,000	\$50	all	\$19.
Luzon Sugar Refining Co., Limited	20,000	\$50	all	\$30, buyers
<b>STEAMSHIP COMPANIES.</b>	30,000	\$25	all	\$6, sel. @ 26.10.
China and Manila Steamship Co., Ltd.	20,000	\$15	all	\$9, sellers
Douglas Steamship Co., Limited	80,000	\$25	all	\$24.
Hongkong, Canton & Macao S.S. Co., Ltd.	60,000 pref.	\$25	all	\$15.
Indo-China Steam Navigation Co., Ltd.	2,500,000	\$10	all	\$25.
Shell Transport & Trading Co., Limited	10,000	\$10	all	\$64.
Star Ferry Company, Limited	10,000	\$25	all	\$25.
South China Morning Post, Limited	6,000	\$5	all	\$54.
Steam Laundry Company, Limited	20,000	\$10	all	\$9, buyers
<b>STORES AND DISPENSARIES.</b>	1,200	\$10	all	\$8, buyers
Campbell, Moore & Co., Limited	15,000	\$7	all	\$8, sellers
Wm. Powell, Limited	10,000	\$10	all	\$5, ex div.
Watkins, Limited	90,000	\$10	all	\$12, buyers
A. S. Watson & Co., Limited	3,000	\$10	all	\$12, buyers
W. Watson, Limited	15,000	\$10	all	\$10.
H. Price & Co., Ltd.	9,500 ordy.	\$10	all	\$300.
United Asbestos Oriental Agency, Limited	100 shares	\$10	all	\$64.
Union Waterboat Co., Limited	50,000	\$10	all	\$64.

**"OSRAMS"! "OSRAMS"! "OSRAMS"!**  
THE BEST METALLIC FILAMENT LAMP MADE.  
PRICES REDUCED FROM 1ST JUNE.

The "OSRAM" Lamp, notwithstanding numerous cheap imitations and other foreign-made metallic lamps, holds its own and commands a higher price on its merits, which are—

- 1st **PAYING** its own cost in 150 hours' burning by the reduction in Electric Light bills.
- 2nd **LONG LIFE**, the average being 3,000 hours without blackening or taking more current.
- 3rd **LOW CONSUMPTION**, the average being 1 Watt per Candle-power as against 4 Watts for the Ordinary Carbon Lamp.

SOLE RETAIL AGENTS FOR HONGKONG AND SOUTH CHINA:

**WILLIAM C. JACK & CO., LTD.**

14, DES VUEX ROAD CENTRAL.

TELEPHONE 358.

# THE NESTLÉ & ANGLO-SWISS

## CONDENSED MILK CO.

CHAM (SWITZERLAND) AND LONDON.

Another Famous Product of the above Company is its  
**Milkmaid BRAND Milk**  
STERILIZED NATURAL MILK.  
A trial of which will satisfy you of its EXCELLENCE.  
PRICE:  
20 Cents Per Tin.  
\$2.30 Per Doz. Tins.  
\$9.00 Per Case of 4 Doz. Tins.  
ON SALE AT—  
CANE, CHAMFORD & Co.  
Kwan Yee, Queen's Road Central.  
CHERING TEE, Queen's Road Central.  
MAN YUEN, Queen's Road East.  
NAM WING LOONG, Queen's Road Central.  
MUTUAL STORES, Queen's Road Central.  
HONGKONG CO-OPERATIVE SOCIETY,  
11, Caine Road.

**MILD MELLOW MATURE.**  
*King George IV*  
Liquor Whisky  
The Distillers Company, Ltd.  
Edinburgh.  
SOLE AGENTS—  
**H. PRICE & CO., LTD.,**  
12, QUEEN'S ROAD, CENTRAL,  
HONGKONG.

**TO-MORROW**  
Noon—Extraordinary General Meeting of Geo. Fenwick & Co., Ltd., at Hongkong Hotel.  
**FORTHCOMING EVENTS.**  
Monday, 19th June—Auction of Crown Land at West of Pokfulam Road, by Public Works Dept. 3 P.M.  
Monday, 19th June—Auction of Very Valuable Leasehold Property at Sales Rooms, by Messrs. Hughes & Hough, 3 P.M.  
Saturday, 24th June—Extraordinary General Meeting of the National Bank of China, Ltd., 12.30 P.M.  
**VISITORS TO CANTON**  
Should Purchase  
"FROM HONGKONG TO CANTON  
BY THE PEARL RIVER."  
BY  
CAPTAIN C. V. LLOYD,  
With Illustrations, Maps and Plans.  
Price ... .. \$1.75  
On Sale at—  
Hongkong: "Daily Press" Office.  
Messrs. KELLY & WALKER  
Messrs. BREWER & CO.  
Canton: Messrs. A. S. WATSON & Co.  
**STEAMERS PASSED THE CANAL.**  
May 26th—Culcher, Dumbas, Kitano Maru, Palermo, Penobscot, Tydens, Warrior, 30th—Gl. merrymore, Helene, Rickmers, Indian, Reigate, Spina, Baron Hints, June 2nd—Bellerophon, Benedick, Beaulieu, Devotion, Kabinga, Palma, Patroclus, Sazas, Syria, 6th—Cardigan, Libera, Nippon, 11th—Cicada, 9th—Aki Maru, Indraganika, Kanagawa Maru, Prometheus, 13th—Baron Ardrossan, Mennon, Montrose.  
**ARRIVALS AT HOME.**  
June 13th—Idomeneus, Patroclus, Rheinfele.

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